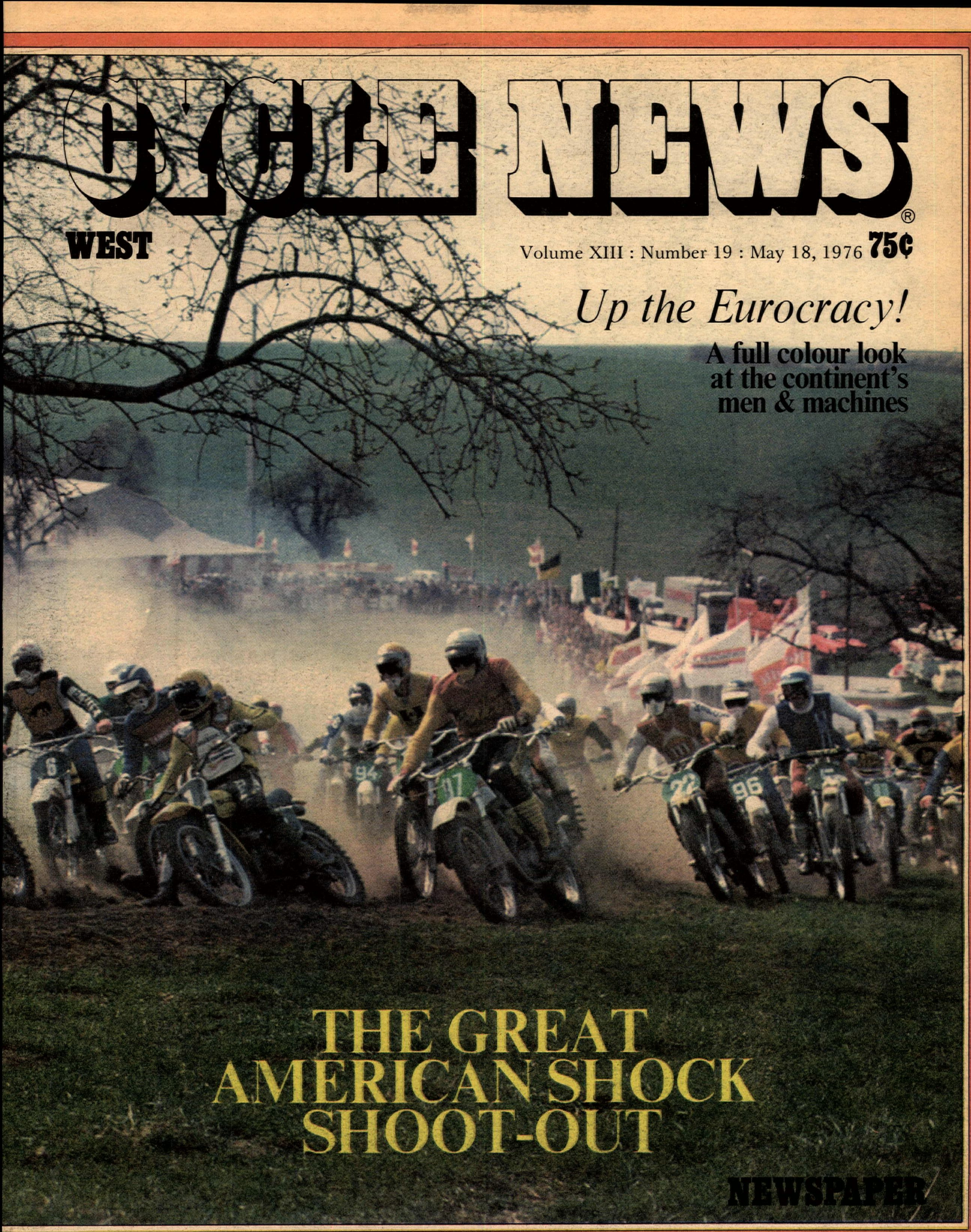
CYCLE NEWS®

WEST

Volume XIII : Number 19 : May 18, 1976 75¢

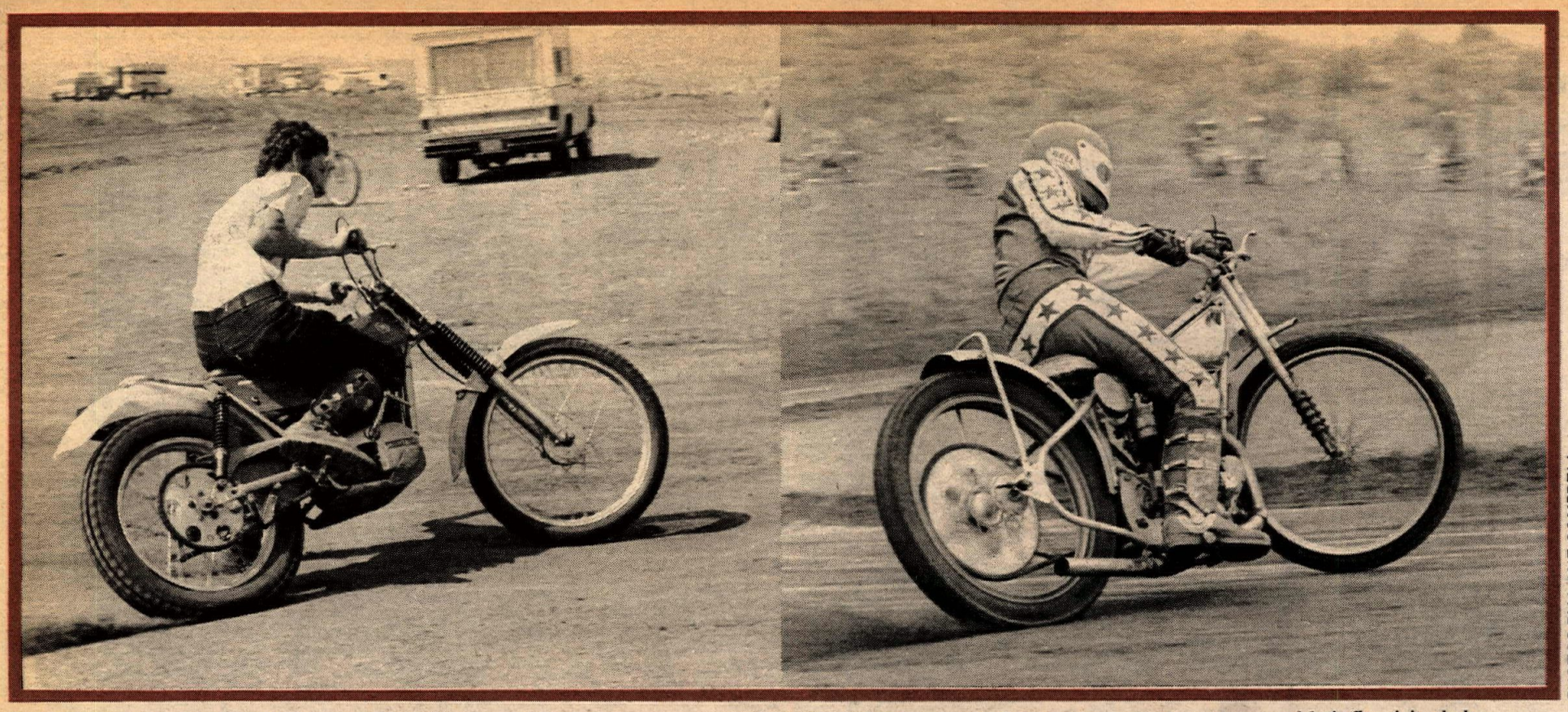
Up the Eurocracy!

A full colour look at the continent's men & machines



THE GREAT AMERICAN SHOCK SHOOT-OUT

NEWSPAPER



PHOTOS BY LANE CAMPBELL

MONKEY SEE, MONKEY DO – ATA trials Expert Ron Doster seems to have the speedway style down pat as the feet-up crowd briefly visited the Elsinore practice oval. The expected match race failed to come off, however, as the speedway guys, for some strange reason, got very owly at having their turf invaded by Bultacos, Hondas, and other strange things.

THE LATEST POOP BY PAPA WEALEY

Torlief Hansen (Kaw) and Jim Pomeroy (Bul) went one-two overall at the May 9 Polish 250 GP motocross, as Pomeroy romped the first moto over Gunnady Moisseev (KTM) and Hansen. Then points leader Heikki Mikkola took the second over Hansen and Hakan Anderson. This leaves Hansen a one point edge over Bimbo for third in the world standings.

Ageless Adolph Weil (Mai, 1-7) and Roger DeCoster (Suz, 2-1) traded moto wins in the 500cc Austrian GP motocross May 9. Following Weil and DeCoster in the first moto were Vic Allen (CCM) and Christer Hammargren, while Graham Noyce (Mai), Pierre Karsmakersz (Hon) and Willi Buaer trailed Roger in the second round. Lackey seized in the first moto, then returned for a 15th.

Oregon trials riders (all two of you) are invited to an Elliott Schultz trials school near Salem on May 22, followed by a trial on May 23. Call Salem Honda (503) 364-6784 for school and trial details.

Jack Johnson and Larry Roeseler finished one-two for Husky at the Virginia City GP May 8-9. Johnson led from the third lap, smoking; Roeseler worked past ISDT veteran Terry Gough (Yam) for his second spot.

Over $1,500 in contingencies have been pledged for Utah's 16th Annual Cherry Creek H & H on May 16. One of the donors is Darryl Bassani, who will serve as official starter for the event. It's limed from Hwy. 50, and the Salt Lake MC says if you can't find Jericho Junction, they'll be monitoring CB Channel 19 at the campsite.

When French Champion Charles Coutard broke his wrist during the Scottish Six Days Trial, friends loaned Coutard's bike to visiting American Bernie Schreiber to play on. (Bernie, one of ATA's top Experts, was prevented from competing because of his age). He did some of his playing in the infamous Ben Neves sections and amazed the sideline superintendents by dropping only two points in the whole torturous stretch.

Morgan Malocco, leader of the recent DRA GP, was not a DNF because of an encounter with a van, as reported. He crashed in a powder hole, just like everybody else does in the desert, once in a while.

Coffee and donuts await volunteers who turn out May 15 to help desert racer Bob Hayes win the Republican nomination for a seat in the California Assembly. He's given an even break at winning; and your help as a precinct walker, letter-stuffer, whatever could put him over the hump. Call (213) 361-8530 for details, or peck on their front door at 606 N. Hagar, San Fernando, around 10 a.m. on Saturday.

Lance Weil, race director at W/ERA's lightly attended two day Willow meet, expressed many a rider's exasperation when he said, "I really don't care what the initials on the letterhead say . . . let's us, the riders, tell the politicians in our various organizations to get their acts together so we can begin gaining some national recognition." Amen. This weekend's SoCal road race stories on pages 16 and 18.

A June 5 qualifier at Cal Expo may determine the American or Americans who are seeded into the World Individual Speedway eliminations, as things are now planned by AMA's American Speedway Control Board. We're told that Scott Autrey, currently racing full-time league speedway in Britain, will also get a shot at the title.

Bart Barfly sez the NorCal speedway folks are trying to get Rick Hocking on a speedway bike for a match race between the Hock and northern champ Rich MacMurray. Or maybe they could put Rich on a Harley . . .

Bilstein Corp. of America announces it will sponsor the AMA-Bilstein 500cc Championship motocross at Mexico, N.Y. The Memorial Weekend race is the series opener for the AMA 500cc National Championship.

Martin Lampkin (Bul), with 37 points lost in six days, was the overall winner in the Scottish Six Days Trial, just completed. Dave Thorpe, Malcolm Rathmell, and brother Alan Lampkin trailed him in the standings. Former world champion Mick Andrews was seventh, and Martin Belair (Mon) on a riding internship in Europe, finished 41st. Over 250 riders started; 186 finished. Belair said his worst day was the first – with nearly 100 miles from the start to the first observed section, he had begun to fear he was lost.

Orange County (Calif.) residents, get in touch with your county supervisors on the Mile Square Park issue. Your local chapter of M.O.R.E. reports that opening of the park to street bikes on a trial basis (OK'd by Parks & Recreation) has run into snags. Find out when it comes in front of the board, and be there to express your opinion.

Saddleback Park, California will swap Trans-AMA dates with FasTrack International in Phoenix, Arizona. That will give the Arizona track the final event in the series.

Pennsylvania moto-journalist Russ Lewellen suggests that with the boom in CB usage among racers, we adopt Channel One as the biker's channel. He says it's handy because it's near 19 (truckers) and racing is Numero Uno anyway. Couldn't agree more. Drop Russ a line at 404 Penn Vista Drive, Pittsburgh, PA 15235 if you want to jaw on the idea.

Contary to popular rumor, Kenny Roberts is alive and well in Modesto. Or San Jose. Or points in between. As ever, the kid is hard to catch.

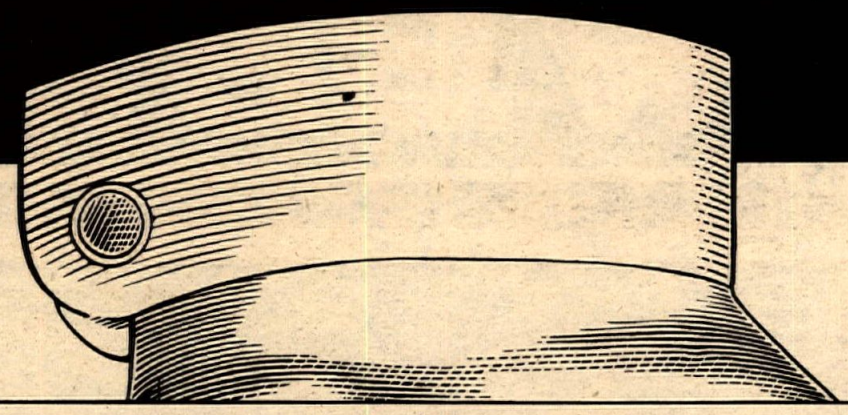
One politico still on our side is conservative California State Senator H.L. Richardson (R-Arcadia) who recently sent out a release praising Hildamae Vogt's Outdoor Nation and equating open public lands with essential American freedoms.

Tennessee tuner John Apple, who used to wrench for retired Charlie Seale (Nat'l. No. 47), will prepare the Harley which Ken Springsteen will debut at San Jose May 16. Ken, Jay's older brother, had a bummer 1975 season as a rookie Expert.

FORD SIGNS HATLAW REPEAL

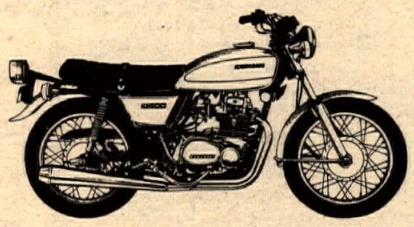
With relatively little fanfare, President Ford, at about 3:30 p.m. EST, signed into law an omnibus highway money bill which contained, as an amendment, a repeal of the Federal power to blackmail states into passing mandatory helmet laws. This takes the pressure off California, Illinois and Utah, states which do not have helmet laws; and it opens the way for repeal in states which now have them. South Dakota has already passed a repeal which was made contingent on the President's signing the federal repealer, which means there should have been no lidlaw in that state effective May 6. At least 11 other states are known to have repealers in process.

KAWASAKI ROLLS OUT The GOOD DEALS



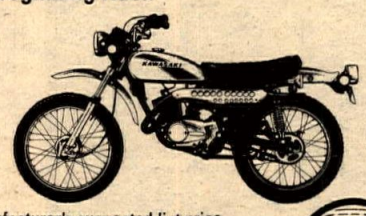
Only $995?*

Kawasaki KZ400 Special street bike 398cc SOHC 4-stroke, 2-cylinder, air cooled engine, 2-into-1 exhaust system, 5-speed transmission



Easy Going

Kawasaki G-5100 Enduro 99cc 2-stroke, single cylinder, rotary disc valve engine, 5-speed transmission. Ideal for beginning rider. **$499***



*Manufacturer's suggested list price excluding freight, title, dealer prep, state and local taxes. Price subject to change without notice.

NGK PLUGS (STD.)
Limit, 4 per customer
69¢
Reg. $1.20

BUNJIE CORD
24" length
49¢
Reg. $.69

NYLON TIE-DOWN BELTS
$8.99 pr.
Reg. $11.50 pair

FACE SHIELDS (COMP.)
99¢
Reg. $1.75

K-2 OIL
Qt. Can
99¢
Reg. $1.40

PIT KIT
T-shirt, visors, patches
$4.95
Reg. $7.95

HANG TEN MOTOCROSS T-SHIRT
Reg. $6.00 **$2.99**

PLASTIC FENDERS
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99¢ each
Reg. $3.95 to 4.95

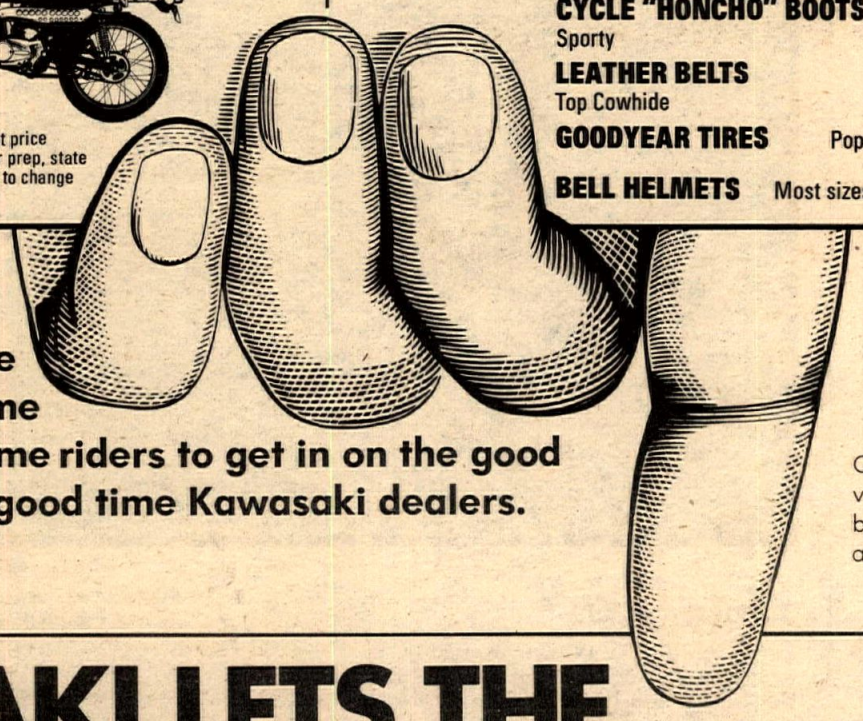
CYCLE TOURING BOOTS $39.95
Top Quality — PAIR

CYCLE "HONCHO" BOOTS $34.95
Sporty — PAIR

LEATHER BELTS $8.00
Top Cowhide — EACH

GOODYEAR TIRES Popular Sizes

BELL HELMETS Most sizes & styles



Now is the good time for all good time riders to get in on the good deals at your good time Kawasaki dealers. Sound good?

Good Deal prices valid on purchases between May 1 and May 31, 1976

KAWASAKI LETS THE GOOD DEALS ROLL

SEE YOUR PARTICIPATING KAWASAKI DEALER

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ON THE COVER: Gaston Rahier leads Roger DeCoster, Harry Everts and the rest of the European supermen during the Belgian Easter Trophy. John Huetter color wrap-around.

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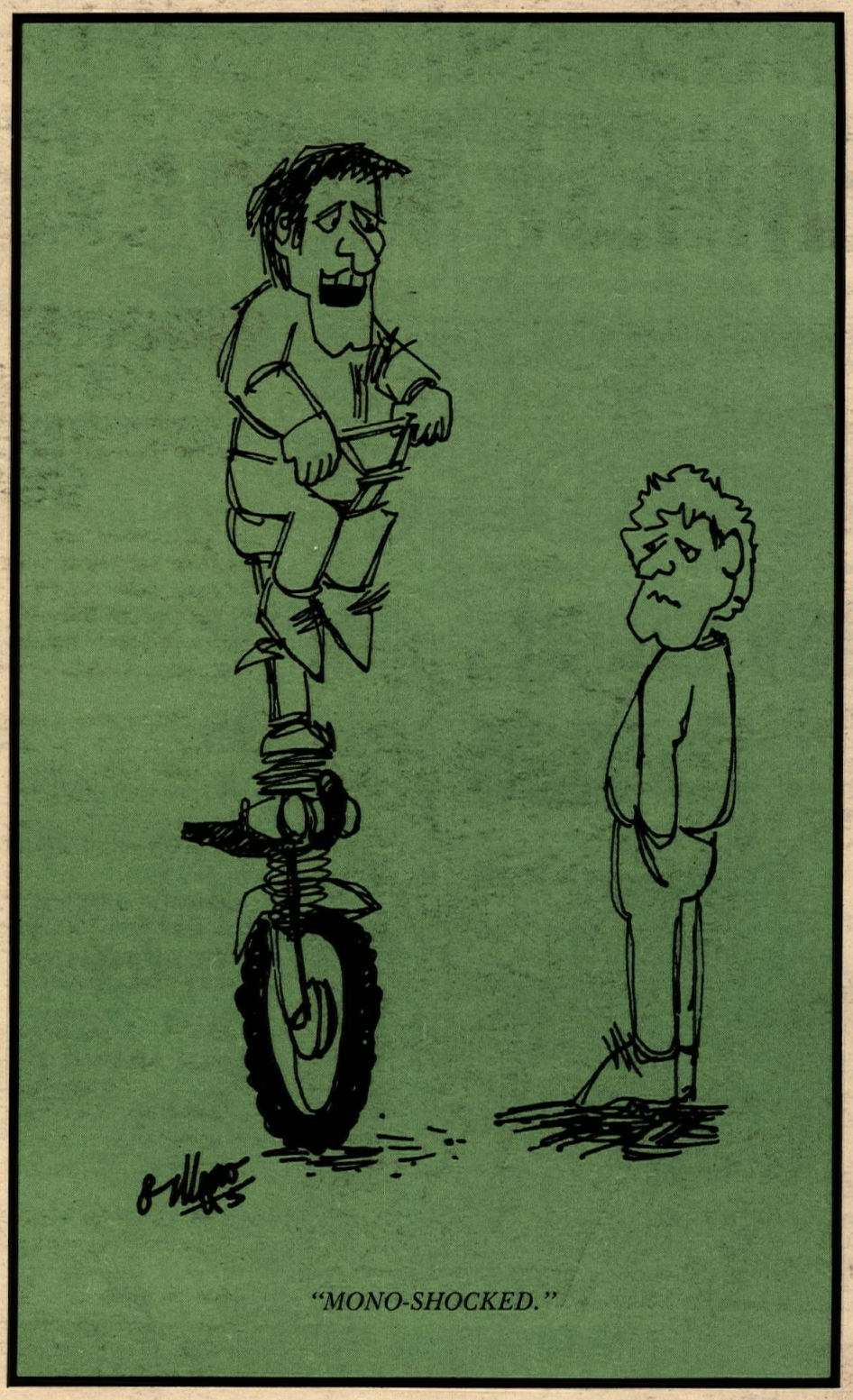
VOICES OF THE WEST



"MONO-SHOCKED."

Taylor memorial

On April 25, 1976, the family of desert racers lost a member and I lost the best friend I ever had. John Taylor was fatally injured while riding the first loop of the Semi Valley M.C. Hare 'n Hound.

John was a member of the Checkers M.C. and one of the co-organizers of SRA. His efforts in forming and developing a racing environment for the family group was a major contribution to desert motorcycle riding. After leaving SRA he returned to desert racing which was his great interest.

His family has set up a scholarship fund to help young men with a technical education. Contributions can be sent to the Southwest Savings, Corona, California, for the "John Taylor Memorial Fund."

JOHN H. BOLLINGER 24X Sr.
Thousand Oaks, Calif.

With a little help

A note of appreciation to the following firms who helped us finish 30th overall in the Mint 400. G.S. Sigman Race Car Engineering, Dick Allen Yamaha, Shell Motors Yamaha, Inter Am Bars and Petrochem Chain Life. Thanks also to the bunch at Midland Motorhomes who provided the pits. 102 started the race and 17 finished.

BRUCE CONRAD & AL THOMAS
D-37 No. 22 & No. 28
Santa Fe Springs, Calif.

Honest promoter

Thanks to Pat Manning, of Manning Racing in Burbank, California, for his honesty in finding my wallet (with money still intact) in the infield on May 2, 1976 at Ontario.

DENNIS N. KIPER D.P.M.
Inglewood, Calif.

Lawson fan unloads

Eddie Lawson, smooth and fast Novice Boise TT winner, hails from way across the river in Ontario, California, not Ontario, Oregon. Sorry Oregon, you'll have to get your own.

TOM BURROUGHS
Ontario, Calif.

Bump and grind

Do you know if Pat Manning has the "I crashed at Ontario" bumper stickers ready yet? Or are they all already taken?

DAVE RAMSEY
CMC/RR No. 51
Orange, Calif.

He probably has a backlog. How 'bout it Pat? . . . Ed.

Poop goof

Re: Cycle News, Issue 17, May 4, page 2 (Poop column): we don't know what Lane Campbell did with the "Montesa 348" when he disappeared for 20 minutes over the hill, but the gas cap wasn't missing!

Oh, by the way, the name is Vic Conaway, not Vic Wilson (he owns Saddleback Park), and the address is: 6236 Mission Gorge Road, San Diego, Calif. 92120. Phone 714/284-7095.

VIC CONAWAY
San Diego, Calif.

Vic, you're better off NOT knowing what he did with the 348. Just feel fortunate he came back at all . . . Ed.

Tribute to Ashline

My father, Robert W. Ashline, passed away two weeks ago. He rode desert with the number one plate for two years in the early sixties. His best friends were Steve McQueen and Mr. Bast, father of Steve and Mike.

He rode with the best of them because he was, in our eyes, the best. He was a beautiful person and passed on his knowledge of motorcycles to anyone who was willing to learn.

LAURIE ASHLINE
Los Angeles, Calif.

Last but not least

I always make it a point to read the latest poop before anything else in Cycle News. I was really disappointed when I read the piece about the Central California riders who went to the Pell City Alabama 2 Day Trial and won gold medals. You left out Mike McGowan's name. So far Mike has ridden three events and received three gold medals. He is riding for Rotary Cucles on a 125cc Hercules 7-speed. I would appreciate it if you would mention that he too was at Alabama and received a gold medal.

CONNIE McGOWAN
Garden Valley, Calif.

The views expressed in this column and other columns appearing on the following pages are solely those of the authors and do not necessarily reflect the official position of Cycle News West or Cycle News, Inc. Qualified readers wishing free and equal rebuttal space should contact the Editor.

THE Husky RECORD

Las Vegas, Nevada April 25, 1976

TIBBLIN AND JOHNSON CONQUER MEANEST MINT EVER!

Jack Johnson

Rolf Tibblin

BAKKEN ROESELER TAKE SECOND TO COMPLETE HUSKY SWEEP!

The good news was that they ran the bikes separately from the cars in this year's MINT 400. The bad news for most riders was the course – DNF City. 412 miles of high winds, blowing sand, rock-obscuring silt, and terrain severe enough to humble even the best prepared bodies and machines.

Mitch Mayes was an early casulaty – the great Husky rider crashed in practice on Saturday breaking his collarbone again. Mitch was to have teamed with A.C. Bakken. Larry Roeseler switched over to ride with A.C. and Rolf Tibblin joined forces with Jack Johnson, a former MINT winner himself.

Mitch's Saturday crash left his 360CR Husky with a bent frame. With no time for replacement, Husky wrench Dean Goldsmith bent it back into shape and crossed his fingers.

Rolf and Jack rode this bike to First Overall on Sunday despite conditions that caused all but 17 of the 97 starters to pack it in early. A.C. and Larry took Second Overall on their Husky 360CR. Both machines were absolutely Box Stock except for shocks.

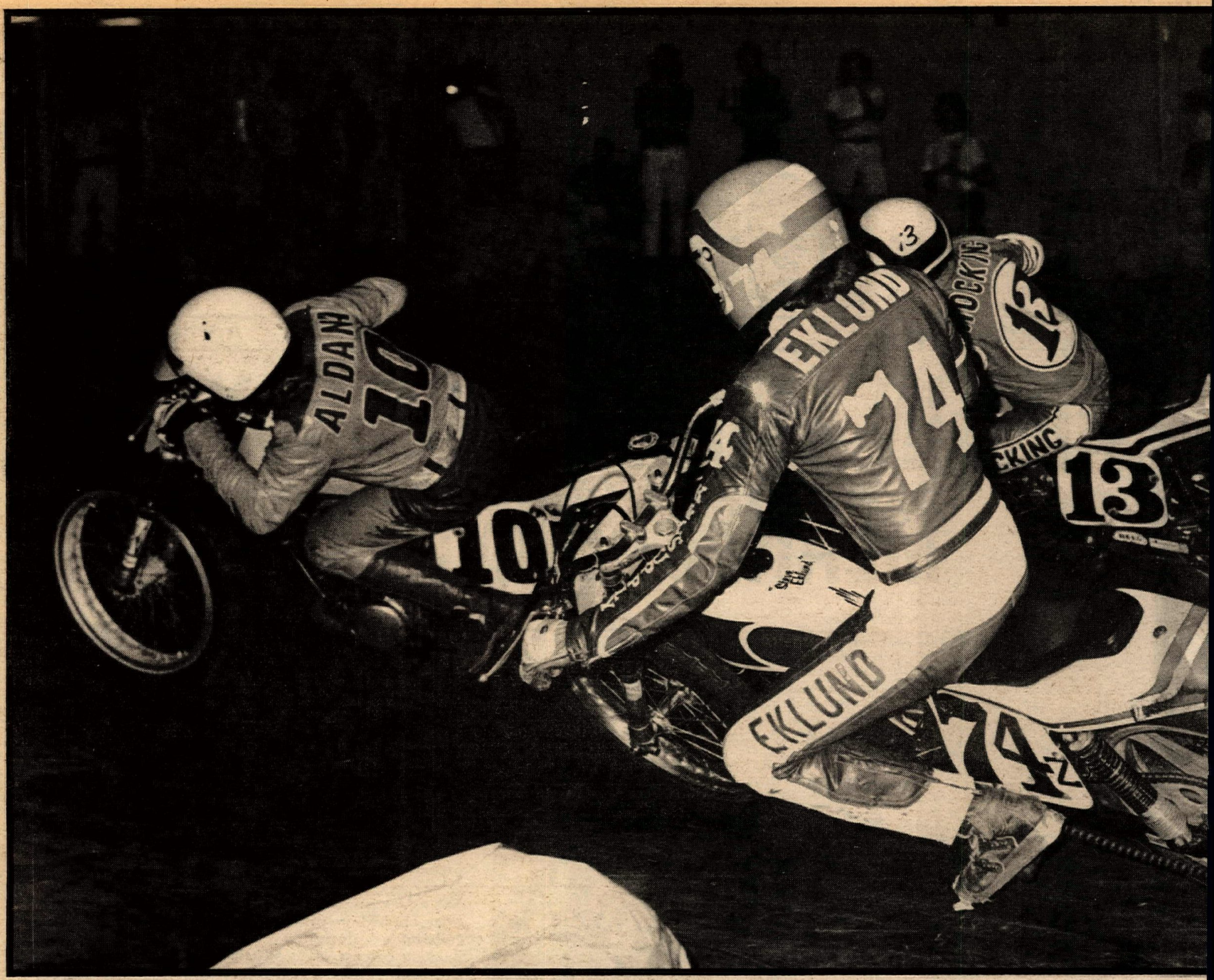
Still think we're kidding when we say that Husqvarna builds bikes ready-to-race – and ready-to-win?

Team Husqvarna wishes to thank all our fans and friends who helped make this outstanding victory possible – and thank you Charlie Curnutt for those outasight shocks!

Husqvarna *to win!*

Husqvarna Motorcycle Co., Inc.

MIC



Eklund and Hocking follow Aldana's example of how to turn left on a tight, slippery indoor short track.

Superman leaps State Championship – *in a single bound*

By Bobi Scott

LONG BEACH, CAL., MAY 8

"Superman" Dave Aldana halted the thundering assault of eight fellow Californians placing their bids on the line for the California

State Indoor Short Track Championship title. Aldana may well have won the race, but Dave Hansen stole the show with some holeshot expertise that drove the starters up the walls.

Short track racing is not new to the Long Beach arena although a decade has gone by since the polished concrete oval last quivered under the pulsing vibrations of WFO throttle play. A sparse crowd of 3,000 fans turned out for probably their first, and maybe their last, glimpse of "Short Track King" Darryl Hurst, David "Bubba" Rush, National Champ Gary Scott, brother Hank and current Camel Pro series leader Rick Hocking on the tight slick indoor track. A glimpse is just about the way it went as each heat proved to be faster than the previous one.

The red flag made its appearance so frequently that you almost came to expect it as over eagerness played a whopping role in the racing game plan. The first turn would draw the line between leaders and also-rans in most cases and nobody wanted to give an inch in either direction.

Novice heats and semi

Four heats of Novice action started the evening off with the five fastest riders in each heat moving on to the semi and the top two semi finishers bought their tickets to the main event. Tony Alves (Yam) set fastest qualifying time at 9.24, followed by Randy Mamola, Yamaha's future hopeful star, clocking in at 9.26. Only tenths of a second separated the following eight riders.

Tim McWhorter (Bul) sent the first Novice semi flying as he dived into the first turn on the seat of his pants. On the restart Rick Delacy (Yam) was sent to the penalty line and Doug Davenport shot out front as the gang took off. Frank Borba pressed hard, found the door open and quickly slammed it shut in Davenport's face. Delacy worked his way through the pack to finish third with Tim McWhorter gnawing at his rear tire.

Randy Mamola and Mark Murray warmed up the penalty line in the next semi but Mamola was lucky enough to work his way up to the last transfer position by the end of the race. Murray didn't make it. Tony Alves circled the oval smoothly as Don Grigsby (Yam) gently nudged him along.

Jr./Ex. heats and semi

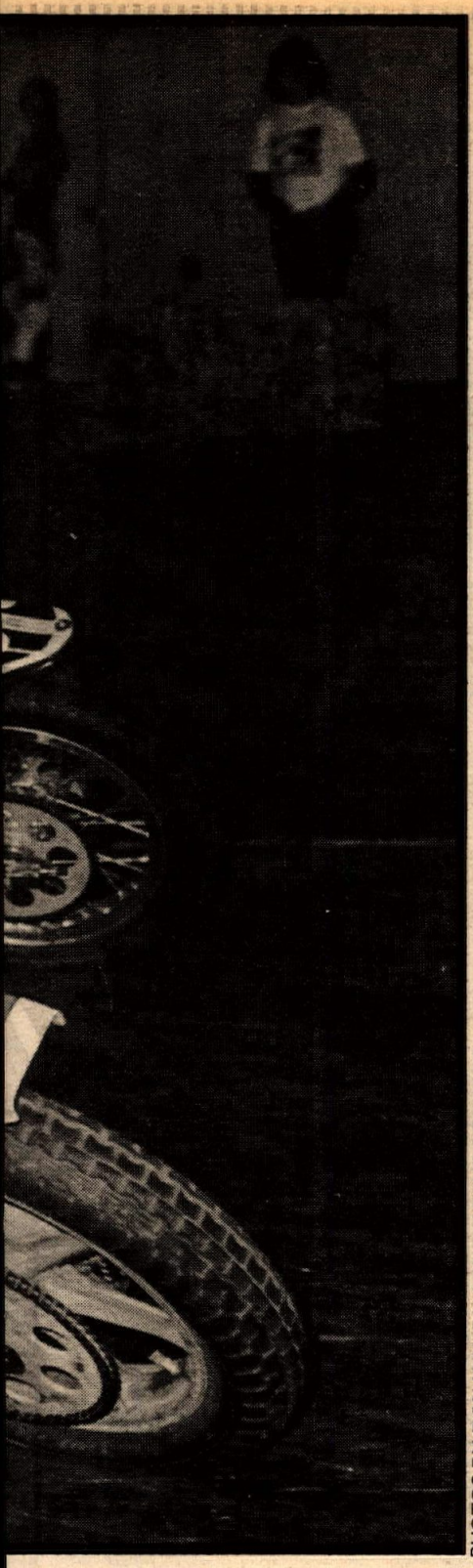
The pace of elimination stepped up as the stars took over. The pressure was on from the very beginning as Jimmy Odom, astride a Moto-Villa, replaced Bobby Sanders before he even had a chance to slide out. Veteran Al Kenyon grabbed the first heat after a restart caused by Gene Romero who tilted too far left and headed for the hay bales.

Steve Eklund found himself on the penalty line instead of the pole in the next heat but worked his way up to fourth as Rob Morrison slid on home for the win.

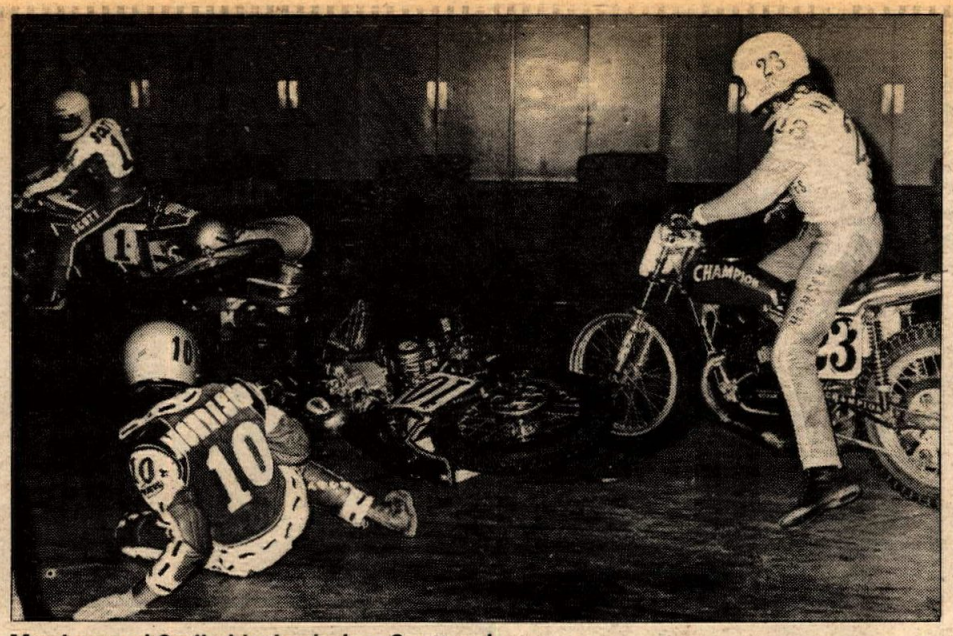
Dave Hansen, on a surprisingly quick Husky, breathed life into the round about routine as the next heat gave the fans what they had paid to see. Holding the pole position, he relinquished it quickly as his front tire rolled out front too soon. As the flag dropped he shot from the penalty line to fourth in one quick swoop. John Hateley and Darryl Hurst went down and a restart was called. Hansen, on the second try, recoiled again from the back of the pack into second at the first turn. But the officials wouldn't buy it. No one, not even Hansen could be that quick without some sort of jump start. It was back to the line again for a third chance at the elusive start. Gennai finally got things off smoothly and finished up with the win. Hansen's incredulous journey through the pack netted him a second as the fans came alive in appreciation.

Smooth as silk, Rick Hocking led the final and fastest heat of the evening, leaving no doubt in anyone's mind as to his ability on any type of surface.

Rob Morrison survived the first semi



PHOTOS BY DAN MAHONY AND DEVNE STEWART



Morrison and Scally hit the deck as Scott and Hansen do their best to avoid human contact.

for the win followed by Hansen who had started out, as usual, on the third row. Gary Scott, Gleason and Romero rounded out the first five finishers.

Gennai led off in the next semi and Aldana closed in on Hateley sending him skittering off the pace. Hateley regrouped immediately and aimed directly for Aldana in retaliation, sending him sprawling across the arena. Gennai carried on unobtrousively for the win, followed by Hank Scott, Bob Scally, Al Kenyon and Steve Eklund.

Mains

Rick Delacy immediately took control of the action in the Novice main. Charging into the lead from the second row, he set the pace and didn't relent in a quick follow the leader parade of left handers. Tony Alves picked off Doug Davenport for second and Mamola slid out on the last lap. Mamola walked out of the arena seriously unhappy due to his dead last finish.

Morrison, Gennai, Hansen, Scally and Gary Scott scrunched together on the front row while Kenyon, Gleason, Hank Scott, Romero and Eklund eagled-eyed the starter from the second row of the Junior/Expert combined. All ten riders hit the first turn at once and Gleason started a chain reaction fender bender that sent half the infamous field of national riders gropping for stopping power that didn't exist on the slippery surface. Everyone picked up the pieces and returned to the start for a second chance at the "after you Alphonse" first turn.

Gennai gunned his Bultaco into the lead and Morrison slipped into second, leaning so far left only his elbows held him up. Scally and Hansen picked their lines through the maze and moved up into the few open spaces. As the pack circled the arena, merry-go-round fashion, Hansen again asserted his roller-ball style and moved into third leaving Scally behind with Hank Scott pushing for every inch. In two minutes and 16 seconds the 15 lap main came to an abrupt halt. Gennai hadn't missed a beat. Morrison followed suit as Dave Hansen hauled in for third and Al Kenyon held on to fourth. Bob Scally, Hank Scott, Gene Romero, Steve Eklund, John Gleason and Gary Scott rounded out the concrete action.

State Championship

Aldana and Hocking rocketed off the line and into the lead of the Championship as Eklund, Hansen, Kenyon, Morrison, Miller and Scally sorted things out. Eklund slid out and Hocking dropped out with a painful knee injury. Aldana took command as the freight train strung out, pressured by Kenyon and Morrison. Hansen held true to his previous spectacular showings and bombed his way through the pack to second on the last lap. Aldana had pushed his lead beyond doubt by the last lap and ended the race with an eight bike length lead over Hansen. Given a few more laps the outcome may have been the other way around. Morrison, Kenyon, Scally and Charlie Miller rounded out the upright finishers after a quick 10 laps of don't blink you'll miss it action. ●

Results

STATE CHAMPIONSHP: 1. Dave Aldana (Yam). 2. Dave Hansen (Hus). 3. Rob Morrsion (Hon). 4. Al Kenyon (Bul). 5. Bob Scally (Bul). 6. Charles Miller (Oss). 7. Rick Hocking (Yam). 8. Steve Eklund (Yam).

NOVICE MAIN: 1. Rick Delacy (Yam). 2. Tony Alves (Yam). 3. Frank Borba (Bul). 4. Doug Davenport (Yam). 5. Rod Spencer (Yam). 6. Russ Davis (Yam). 7. Don Grigsby Jr. (Yam). 8. Bob Boyar (Bul). 9. Tim McWhorter (Bul). 10. Randy Mamola (Yam).

JR/EX. MAIN: 1. John Gennai (Bul). 2. Rob Morrison (Hon). 3. Dave Hansen (Hus). 4. Al Kenyon (Bul). 5. Bob Scally (Bul). 6. Hank Scott (Yam). 7. Gene Romero. 8. Steve Eklund (Yam). 9. John Gleason (Bul). 10. Gary Scott (Yam).

Ascot weekly half-miles to go CMC

GARDENA, CAL., MAY 10

After negotiating unsuccessfully with AMA over a pilot program to revitalize weekly AMA pro racing at the venerable oval, Ascot promoter J.C. Agajanian announced that beginning Friday, May 21, the weekly pro series will be run under Continental Motosports Club (CMC) sanction. At this writing, the change is not expected to affect the scheduled running of Ascot's two Camel Pro Series AMA Nationals – the August 7 TT and the October 9 half mile – under the AMA tent.

Aggie, on April 30, had written District Referee Chubb Kellam a 10-point pilot program proposal to pass on to AMA in Westerville. The impasse developed over the promoter's request to use a portion of the back-gate money (rider and mechanic's entry fees) to purchase his own insurance package, rather than the AMA's contractually-required "standard" pro insurance.

Other key points in the proposal, which apparently would have been acceptable:

1) There would be three mains and a trophy dash regardless of entry. A short Expert entry would be filled by seeding the fastest-qualifying Juniors, in whatever number necessary to guarantee a full 15-man feature Main, into the Expert program. The remaining Juniors would run their own class program.

2) The main event purse would be distributed as an Expert purse in a "standard" program. Junior and Novice purses would maintain at current percentage levels. Juniors would earn advancement points regardless of which program they ran in.

3) The promoter would have been allowed to determine jointly with the referee the number, duties, and compensation of race officials.

Now, with no agreement between promoter and AMA on the full proposal, a CMC program will be run instead, with two divisions – an Expert Division for current AMA Juniors and Experts on 750s, and a Novice Division compatible with current AMA Novices. Skip Van Leeuwen and Sammy Tanner will aid in planning the details of the weekly CMC shows.

The CMC insurance program benefits automatically accrue to any CMC-licensed rider. These include a $5,000 death benefit; a $100-deductible medical benefit that will pay 100% of all hospital, surgical and doctor bills over $100 and up to a $5,000 limit; and a 26-week, $40 per week unemployment compensation that begins the second week of disability due to an accident.

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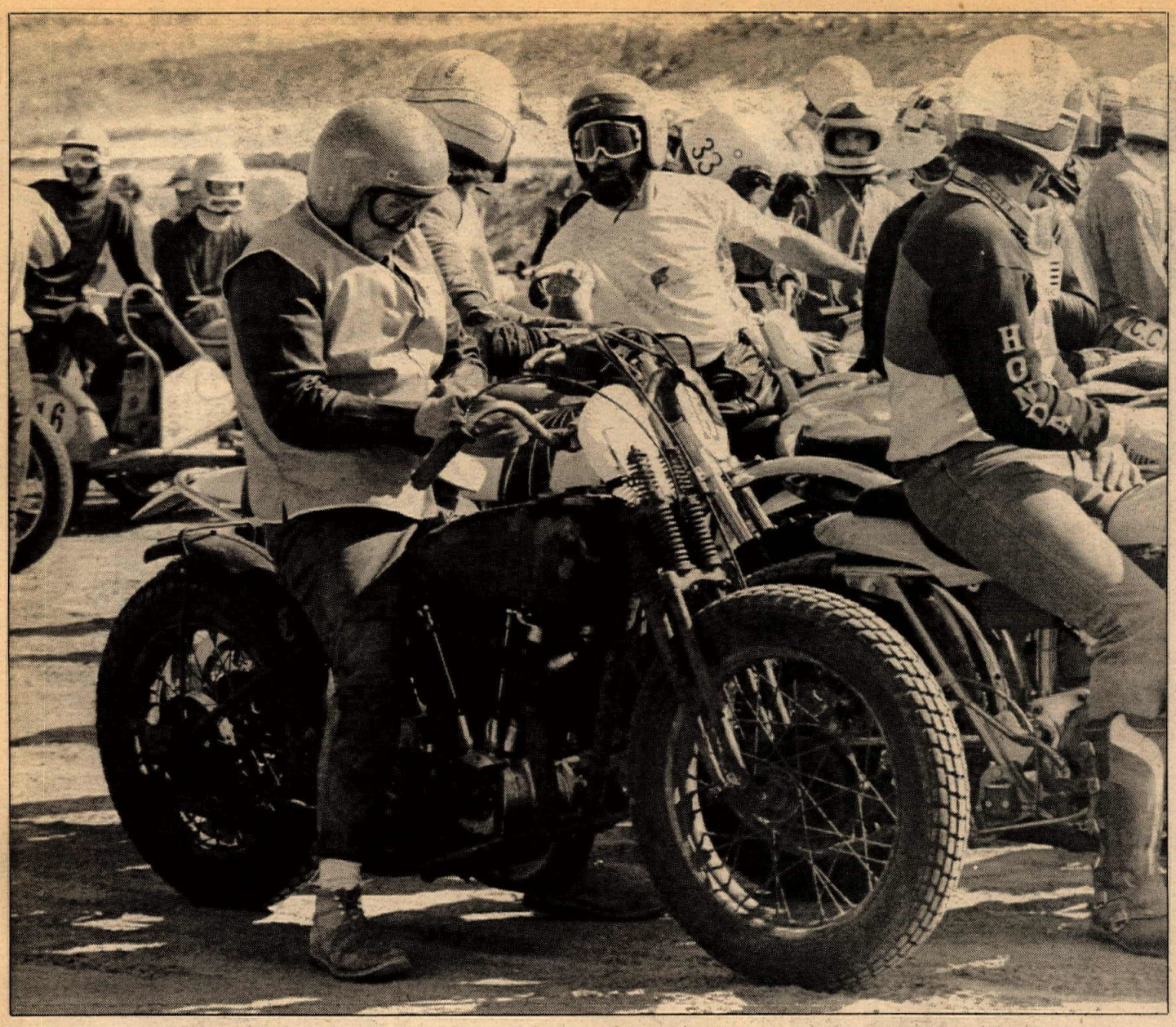


Dick Morley gets ready to romp around Perris on his 1926 JD Harley while Clyde Earl gently rests his primo Matchless.

Those Dirt Diggin' Dinosaurs

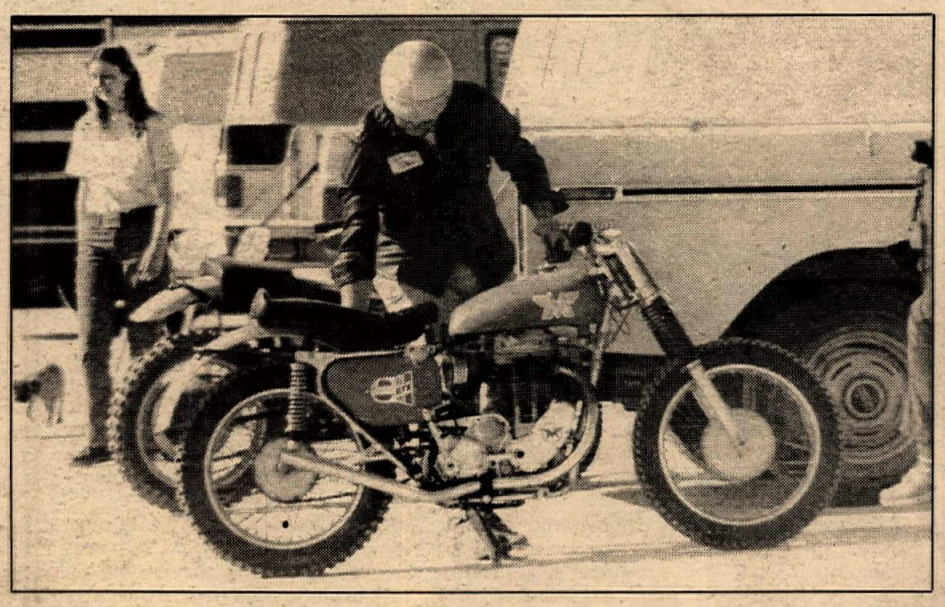
By Maureen Lee

PERRIS, CAL., MAY 2

Whenever the Dirt Diggers throw a race they really try to do things up right. They provided spectators with an announcer and the flag that flapped proudly from the pole once flew over the nation's capitol. It was a nifty day with all those loverly four-strokes romping around until 6:30 p.m.

The mood was set early when one large gentleman rumbled by, on an equally large Norton, his red shirt bearing the legend "Two Strokes Suck". We were standing by the mob waiting to go out for practice, knee deep in 500TT Yamahas, but the true Dinosaurs were there: Tom Sauter's AJS with the Union Jack on the tank, Eddie Mulder's Triumph (yep, "Squirrel" was there) was painted likewise. There was a simply gorgeous Matchless plus a few proud old war horses like Barney Koogle's.

The oldest Dinosaur had to be Dick Morley's 1926 JD (that's a Harley to you two-stroke freaks) and by God, he rode it in the Open Novice heat and semi. Dick would come out of the hole onto the front straight and land with a double bounce every time. The sparkplugs looked like they belonged in the Spruce Goose.



The Expert Main didn't turn out the way people expected. Willie Hockie roared out front like a scalded cat. Feets Minert, who naturally wasn't asleep at the switch, was gaining just a tiny bit on the fleet Hockie when his Beezer just stopped (bringing back all the tales of what BSA really stands for) and it was Willie's race. Gene Smith suffered the woes of racing. A fellow rider unloaded in turn one and by the time Gene had avoided him the pack was over the hills and far away. So, Willie Hockie's name goes on one of the silver trophies.

Jay Wahls unloaded in his class but didn't lose his cigar. The rides Larry Bird and his Triumph cub put in, hassling Rick Marquis and leaving more sophisticated equipment in the dust, were something else. The Lost Angels obviously survived their fun run as they were there, God love 'em, in full force.

Sonny Nutter and Scott Sivedge gave John R. some competition in his class but John had a bad day and wasn't with it. Sonny and Scott have too much going for them in their professional life to get over-enthusiastic and blow it all in a dirt race, but were they having fun! Chuck Wheat's ride in that class to a second in the main was really tremendous. He's got all the talent in the world going for him but prefers not to go the pro route.

Lana Paige Smith came out and put in a couple of laps. Ten years ago Lana first rode her Triumph TT special at Perris and gladdened the hearts of the male racers when her blouse came open.

Ray Tanner was there. If your first four stroke is a new 500 TT Yamaha maybe you don't know the name, but he was National TT champion, King of Catalina and blew all of them off in the Big Bear. Today Ray wears the plumbing in his arm that comes with having to hook up to a kidney dialysis machine with great regularity but, when his kind of bikes are running, he belongs out there with his trusty Triumph, if only for a few laps.

Last year people donated and the Diggers bought three beautiful silver cups to perpetuate the names of people who love the big fours, there's one for the 350, 500 and Open Expert classes to be held by the winner for one year. This year the trophies go to Mike Myers (500cc) and Rick Marquis (350). As this is a Dinosaur race we'll call that the 21" class.

Next year, the Diggers say, it'll be mail entry only. The sign-up booth lines were so long it looked like you were getting something free. Every rider, winner or not, went home with the traditional Dinosaur race plaque with a bent valve embossed DDMC 1976 Dinosaur. If you were there you can groove on the memories, if you weren't, come next year. ●

Results in Results Section.

The hackers were out in force to join the oldies but goodies annual trek to the Dirt Diggers Dinosaur run.

A stock MR-250 after two rough weekends in a row.

Gold Medal: Shamrock's ISDT Qualifier.

It all started the weekend of March 27th and 28th at the Shamrock Motorcycle Club's two-day ISDT Qualifier at Cal City. Larry Langley rode his virtually stock—except for shocks and exhaust—MR-250 through the rugged 350-mile torture test to capture a gold medal in the 250 class. To give you an idea how tough it was, there were only 84 finishers out of all the 300 starters! The MR-250 handled the race the way you'd expect a Honda to handle it—no complaints, just performance.

Langley then took the bike home for a week of R & R. Changed the air filter and spark and sent it back into action the next weekend with his riding partner, Terry Swets.

First in Class: Tecate 500.

The event was the Tecate 500—just a 420-mile weekend's ride through some of Baja's scenic countryside. Especially scenic if you like rocks, sand and broken-down motorcycles.

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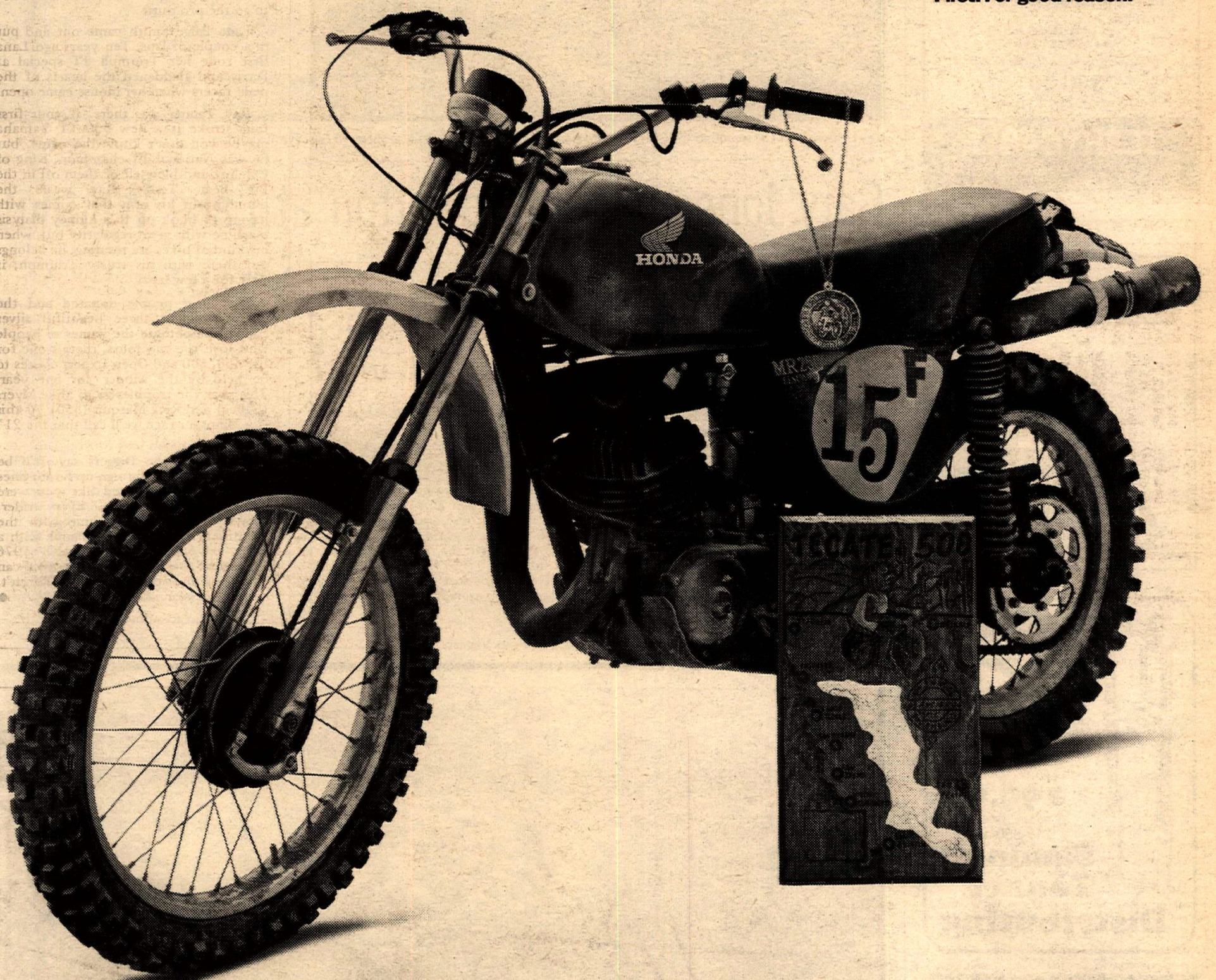

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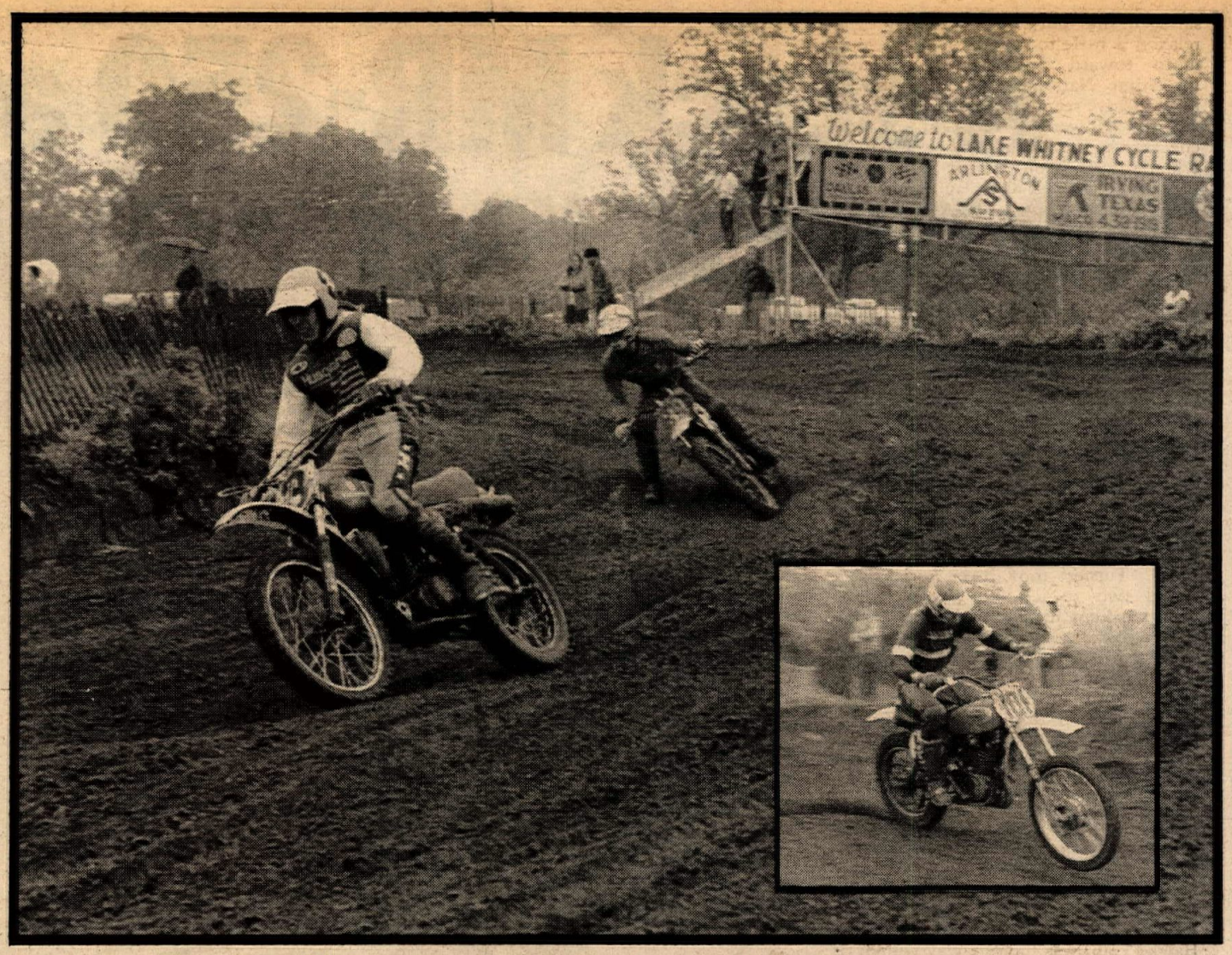

Kent Howerton (3) watched his 250 Pro win go to Gary Jones (inset) less than 40 feet from the flag.

Gary Jones upsets Howerton at Lake Whitney

By Dave Nielsen

WHITNEY, TEX., MAY 9

Dark horse Gary Jones ended triumphant over some of the more flamboyant Texas MX stars today at rain-soaked Lake Whitney Cycle

Ranch, grabbing the lead from Kent Howerton in the final straightaway to win the 250 Expert class. The special $5,000 Mother's Day van-in, c&w concert and motocross race drew nearly 400 entries from everywhere, from the humblest mini to the mightiest AMA stars, with all three Expert classes running over the 40 rider limit.

Promoter Harvey Evans shelled out expense-paid trips for two to Las Vegas to the winners of all twelve classes, plus giant trophies and ornamental jade trees to the Amateur classes, and for most, it was well worth the twenty bucks a head to enter.

The motos ran extra long the first round, but were cut down somewhat for the finals. No one complained, though. The course dug monsterous whoops everywhere, and the afternoon's steady light drizzle did a good job of clogging all eyes with sand.

The 250 Expert rounds held the highest interest, with the decision coming right down to the wire in both motos. As expected, the cream rose to the surface after a couple of laps in the madhouse first moto, with Husqvarna's Kent Howerton and Steve Wise, out on a Suzuki, pulling away from early leader Gary Jones on the developing Ammex machine. The torturous sweeper after the white flag saw Howerton and Wise rubbing axles in the whoops. As if the rug were pulled out, they both slammed to the ground simultaneously. Kent bounced up and got underway just before Jones came by, but Wise got up slowly to finish ninth. Kent barely

Forty 125 Pros go for their share of $5,000 and a week in Vegas.

salvaged the moto win, but may have relaxed a little too much in the second moto toward the end. Gary Jones, three-time National Champion, moved in suddenly, seemingly out of nowhere, zapping Howerton in sight of the checkers in the finish line esses. "I guess I kinda hung it out a little bit there at the end," grinned Gary in the payoff line. Roger Brown (C-A) of New Braunfels, Texas never ceased to amaze us throughout the day. He took third in the 250, holding off Californian Ron Turner (Suz) both times, fourth overall in the Open Expert, and placed 6th in the 125 first moto. And these were classes packed with talent.

The 125 Expert class was no less exciting, with Ron Turner's T&M Honda in front at the finish line both times after some bodacious racing. Halfway through the first moto, Dicky Turnbo (Yam) fell from the lead and on the same lap challenger Steve Wise's Honda seized, leaving Turner the task of holding off Louisiana's Ricky Madole (Hon) and San Angelo's Mel Newman (Suz). Turner took over quickly in round two to ice the victory, while Newman kept his Banke-prepped Zuke close at hand.

Keith Duffy and Wyman Priddy continued their battle of two weeks ago at Rio Bravo in the support class, with Duffy taking it this time on a 400 CZ over Priddy's Bultaco. Okie Charles Cooper (Pen) moved into third with 5-3 marks to edge Roger Brown (Yam) 7-2.

In Intermediate class action, Waco's David DiCorte (Yam) dazzled the 125 troops with two flawless rides. Also on their way to Vegas are 250 winner Charles Wiese (Yam), and Jimmy Frye (Suz), who towed the Open Intermediates all the way. Dallas' Kevin Hawk (Yam) was the runaway winner of the 100 class. The tightest race of the day came to the finish line in the Jr. Mini final moto, where Shane Sitton won a giant trophy and got rid of his parents for a week while they frolic in Lost Wages, Nevada. ●

Results in Results Section.

Ron Turner trucked in from California to take the 125 Experts under heavy Texas pressure.

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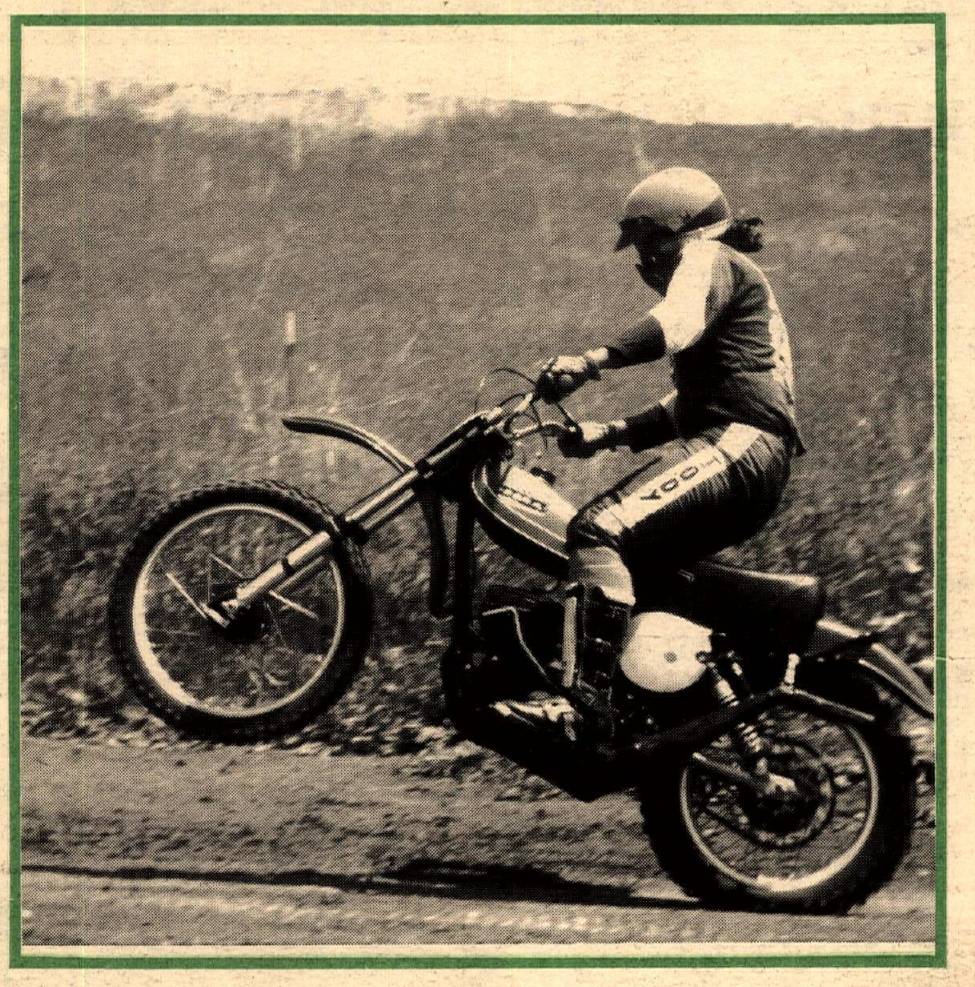


The OSSA GP

PHOTOS BY JOHN HUETTER

Heikki Mikkola (33) went 2-1 in Belgium while Puch mounted World Champion Harry Everts (1) gave ground reluctantly.

Bimbo goes for it but Heikki proves invincible

By John Huetter

BETEKOM, BELGIUM, APRIL 25

Arnie and "Rubio", Jim Pomeroy's deadly duo of mechanics, stayed up most of the night before the Belgian Easter Trophy

building Jim a Bultaco GP engine. (Since the factory was on strike, they had little choice.) Jim used the reed-valved re-ported motor to grab the holeshot in both motos of the Belgian 250 GP. He has seldom, if ever, looked as fast. When it was all over, however, the irresistible, devouring drive of Heikki Mikkola had resulted in another Grand Prix victory, further strengthening the Finn's grip on the lead in the 250 class. Reigning World Champ Harry Everts was second overall with a very strong pair of rides that, except for the presence of Mikkola, should have been good for the win.

When the gate dropped for the first moto, Jim's concentration and confidence in the bike paid off. He came into the first lefthander a good bike length ahead of Jaroslav Falta (CZ) and Raymond Boven (Mon). Before the bubble of elation had time to develop, there came a terrible crash as Raymond Boven got on his front wheel and was hit from behind. Three or four bikes went tumbling. When the pack had finished running over everybody – or missing them best they could in the dust – Boven wasn't moving. French rider Ollier (Mai) was scurrying for the side of the track dragging his leg. Raymond was stretchered to the first aid station. The works Montesa looked like it had been twisted in a giant vise and then munched.

Pomeroy led rapidly if raggedly for 10 minutes. Until Falta came into the second turn even more out of control and bopped Bimbo and Bultaco with a new CZ. Jim highsided and lost 10 positions before finding neutral and re-starting the bike. The order had suddenly become Falta, Hakan Andersson (Mon), Thorlief Hansen (Kaw), Vladimir Kavinov (KTM), Harry Everts (Puc), and Hans Maisch (Mai). Mikkola had come away from the start about eighth but was immediately on the move.

Within six laps, Heikki was up to second place, getting past Hakan with surprising ease. Kavinov played bumpercars with Thorlief Hansen until he forced the Swede off the track. It seemed all of the Czech and Russian riders had started this GP with the notion that motocross was a contact sport. Pomeroy came up on Kavinov, who is the KTM secret weapon with good reason – he's fast, and managed to get by him after a brief, intense two-lap duel. Falta, Mikkola, Andersson and Everts moved away quickly together.

Joel Robert (Puc) was moving up very steadily from a poor start and Gaston Rahier (Suz) was flying through the pack after crashing on the first lap and restarting dead last. Gaston was riding this 250 GP just to show he could and was required, under FIM rules, to start from the back row for no points. As you've probably figured out by now, there were *seven* current or former World Champions starting in this GP: Everts, Moiseev, Andersson, Robert, Mikkola, Malherbe and Rahier. It was quite a talent pool. Riding in the 500 Support class was another World Champion: Roger DeCoster. He won both motos of the Belgian National. "A lemonade race," said Roger later.

With 35 minutes of the first moto gone, the order of the top 10 riders

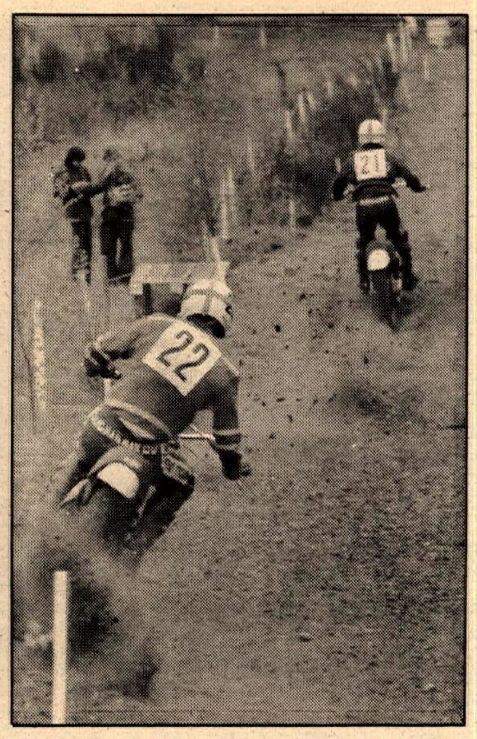
moved up into that category. Falta, looking very good in his first Grand Prix in nearly a year, held off Mikkola somehow, followed by Andersson, Everts, Maisch, Baborovsky (a transfer from the 125 class and riding a CZ like . . . crazy), Pomeroy, Kavinov, Robert and Daniel Pean (Mai).

With the two lap sign out; Everts blew past Hakan with a determined charge that was even more impressive on a course that offered few places to pass. It was all jumps and hairpins.

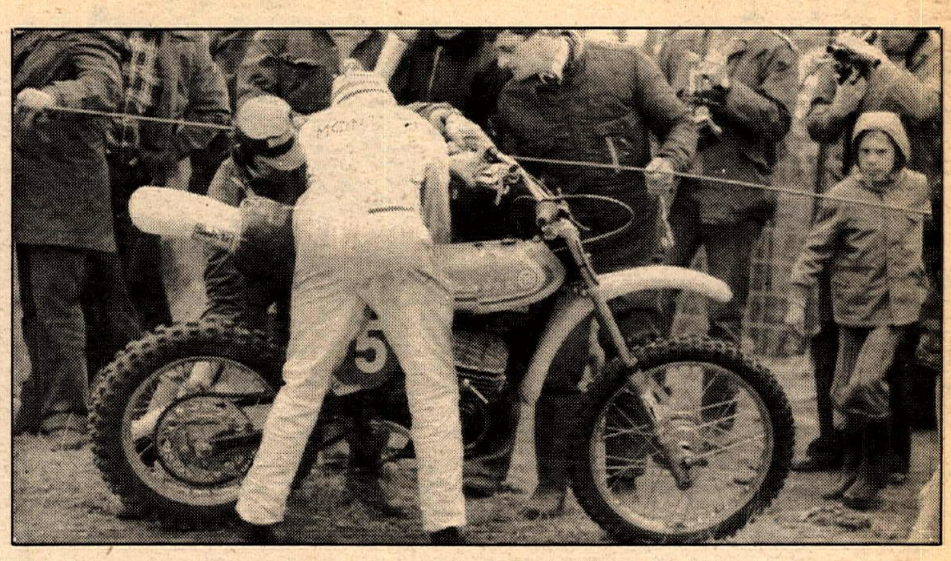
Mikkola was putting super pressure on Falta but when he made his move to pass Falta at the "2 laps" sign, he laid down the Husky. He was up without losing position to Everts but Falta cruised home the winner in his first GP moto of 1976.

Jim Pomeroy was very sore and limping after the first moto as was Raymond Boven (he had amnesia but was determined to start the second heat) and Joel Robert (Barborovsky had nailed him, badly bruising his throttle arm). Nobody really expected it but Bimbo blasted out of the gate the second time and into the first turn out front. Sylvain Geboers (Mai) was second and Harry Everts was third.

By the end of the first lap, Hakan Andersson was up from sixth to second, displacing Geboers, who later retired – admitting to overwork and not having it together even though he is going faster than he has in two years. Mikkola was fourth at the start and fourth at the end



Jim Pomeroy took the lead both times, but faded to fifth overall. Part of the Russian wrecking crew — Anatoly Ovtchinnikov (22) and Vladimir Kavinov (21).



Raymond Boven's bent and twisted works Montesa following first turn mayhem.

narrow course.

Harry Everts was flat on the gas this second time out. He passed Hakan to take second — behind Pomeroy. Jaroslav Falta, who had been devastatingly quick in the first moto, was up to fifth. After four laps the order read Pomeroy, Everts, Andersson, Mikkola, Falta, Maisch, Rahier and a big gap back to eighth.

Heikki kept on coming . . . up to third, getting past Hakan effortlessly this time when the 1973 World Champion had the carb come off his Montesa. Everts passed Pomeroy at the 15-minute mark and the next lap, Mikkola chose a bumpy inside line — effectively catching Jim out of position — and went past him on a hairpin. He wasn't going any faster; just different.

Hakan had his goggles over the handlebars after he stuck the carb back in the cylinder and putted around to the pits. "No luck today."

Joel Robert spent 6-7 laps getting blocked by Miroslav Halm (CZ) before he got by. Halm was being lapped but apparently had instructions to block for Falta. The CZ guys know what Joel can do. He finally got past Halm and went after Kavinov. The Old Master was riding one of his better races of the year so far but was furious afterwards at the Czech riding tactics.

As it seems to happen so often in Grands Prix, the pace set by the leaders results in the first three or four riders clearing off from everybody. In this second moto of the Belgian 250 GP, Everts, Mikkola, Pomeroy and Maisch opened up a sizeable gap on Gaston who had made it into the top five from the second row. "Difficult to win, I think, no?" he said.

Just coming up to the end of the timed 40 minutes, Hans Maisch got past Pomeroy, putting Jim back to fourth. Gaston continued closing the gap on Jim, followed by Falta, Robert, Kavinov, Pean, Ovtchinnikov (KTM), Rolf Dieffenbach (Kramer-Maico), and Baborovsky. On the next lap, Mikkola took the lead away from Harry Everts and won the second moto two minutes 20 seconds after that. That made it three wins and one second place for Heikki after four GP motos. And he is in complete control. ●

Results

OVERALL 250 BELGIAN GP: 1. Heikki Mikkola 2-1 (Hus). 2. Harry Everts 3-2 (Puc). 3. Jaroslav Falta 1-6 (CZ). 4. Hans Maisch 5-3 (Mai). 5. Jim Pomeroy 7-4 (Bul). 6. Vladimir Kavinov 8-8 (KTM). 7. Joel Robert 9-7 (Puc). 8. Daniel Pean 10-9 (Mai). 9. Antonin Baborovsky 6-11 (KTM). 10. Gunnady Moisseev (KTM).

WORLD CHAMPIONSHIP STANDINGS AFTER TWO GPs: 1. Heikki Mikkola (Hus). 2. Harry Everts (Puc). 3. Jim Pomeroy (Bul). 4. Hans Maisch (Mai). 5. Vladimir Kavinov (KTM).

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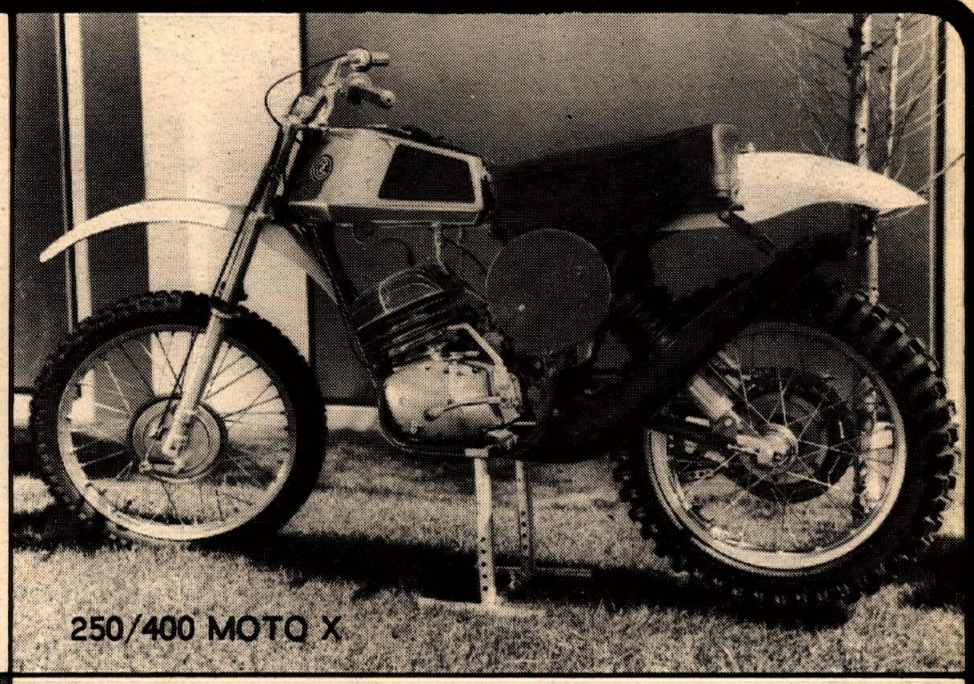
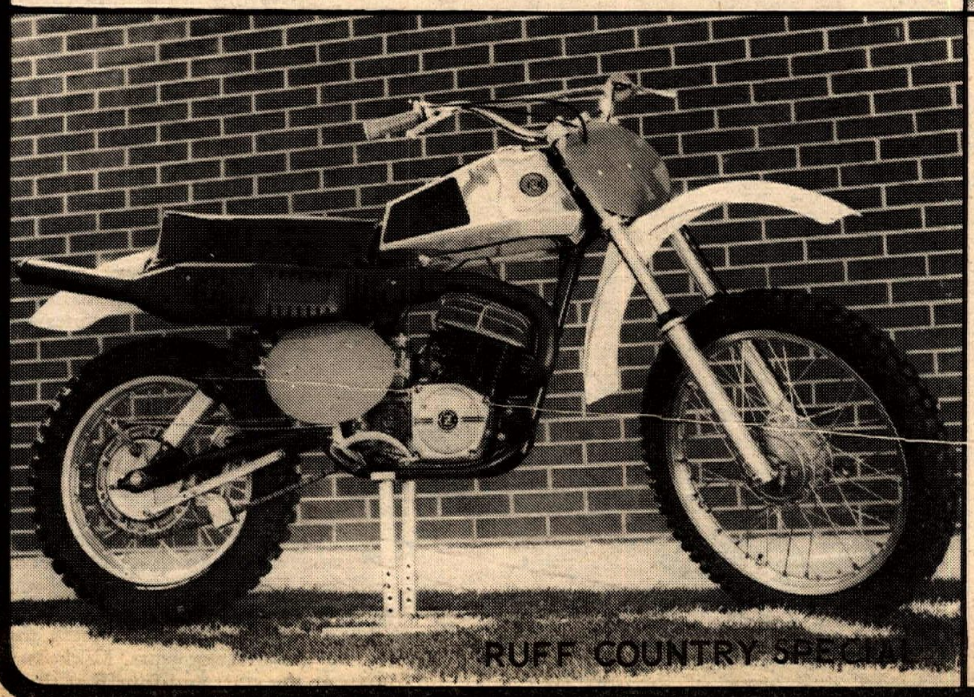


250/400 MOTO X



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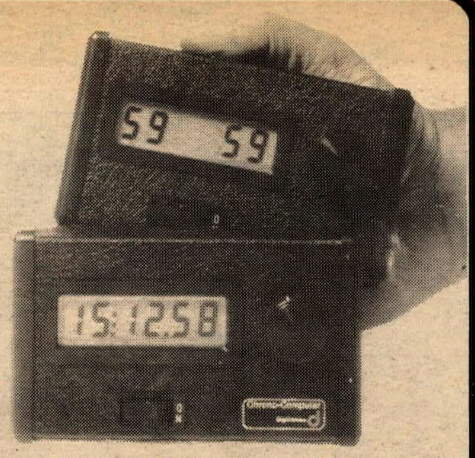

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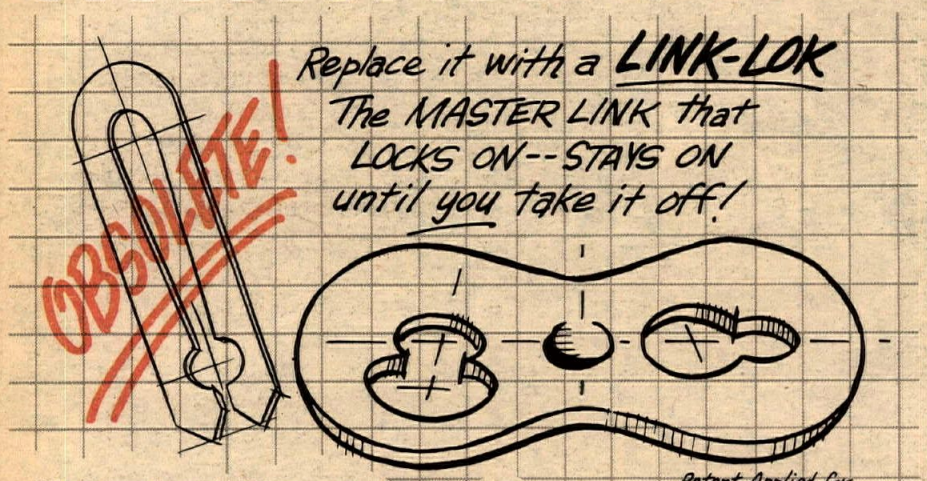

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Desert hotline

Trudy Beck and Debbie Graziano teamed up for a win in the women's division.

Bakken/Rutten double team Desert Barons

By J. Kinnaman

SOGGY DRY LAKE, CAL., MAY 9

At about 9:20 Sunday morning, Soggy Dry Lake experienced an unusual silence. The Experts, Amateurs, and Novices were poised, ready to run to their bikes for the LeMans start of the Desert Barons Team Race. After several painful moments, the banner dropped, and one anxious rider tripped on his way to this bike. As the dust cleared, however, it looked like the race was off to a good start. Racing to the bomb, Brent Wallingsford and A.C. Bakken desperately fought for the lead. Once past the bomb, Bakken surged ahead to take the first position. Passing the bandoleer to his partner Bob Rutten, they were able to maintain and stretch out the lead to finish the four loops an easy first, way ahead of the pack. Rutten blasted into the finish on their Husky with a rear flat, which had happened on the last half of the loop. It had given him a few problems, but not enough to slow him down. After an interval that seemed like a day, Terry Davis was spotted flying toward the finish flag, but somehow overshot it. There was momentary panic among the spectators, but no need to worry, since he was followed by his fellow clubmember Checker Marty Reider, who took third. The team of Tony Greaves/Roy Fjastad nabbed the fourth position, fifth was taken by the Brent Wallingsford/Dean Modesett duo, while the Brian Wright/Craig Kinnaman team finished sixth.

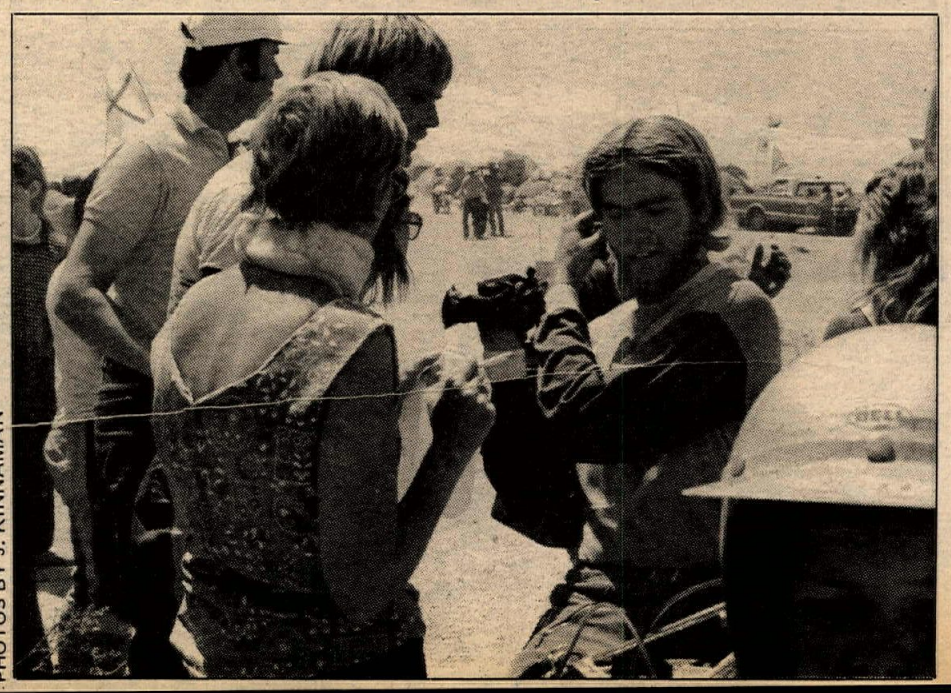
The Novice contingent was won by the Busse team, Robin and Rollin. They were followed by Joe Whitlowe, who rode the four-loop race solo. These teams finished 35th and 36th, respectively. Six positions later, another close finish for the third and fourth Novice teams; Jack Morin/Ted Overholt triumphed over Fred Nelson/Dennis Reiter.

Debbie Graziano flew into the finish with a good lead on the other woman teams to share the victory with her teammate Trudy Beck. The Senior team of Wily Vaugh/Raymond Lowe took the honors for their class.

The race consisted of two loops, the first one with 33 fast miles and the second with 40 rocky washboard-type miles. The pits were the scene of frenzied action, riders frantically tearing off the pink bandoleers to pass to anxiously waiting partners. Finishers of this second Desert Baron Team Race will be anticipating their classy 14k gold plated belt buckles. ●

Results in Results Section.

Rutten digs desert dirt out of his ear while Bakken congratulates him on their win.



PHOTOS BY J. KINNAMAN

Craig Kinnaman nervously awaits the bandoleer handoff as crewmen frantically work to tear it off of Brian Wright. Kinnaman took over for the second 40-mile loop.

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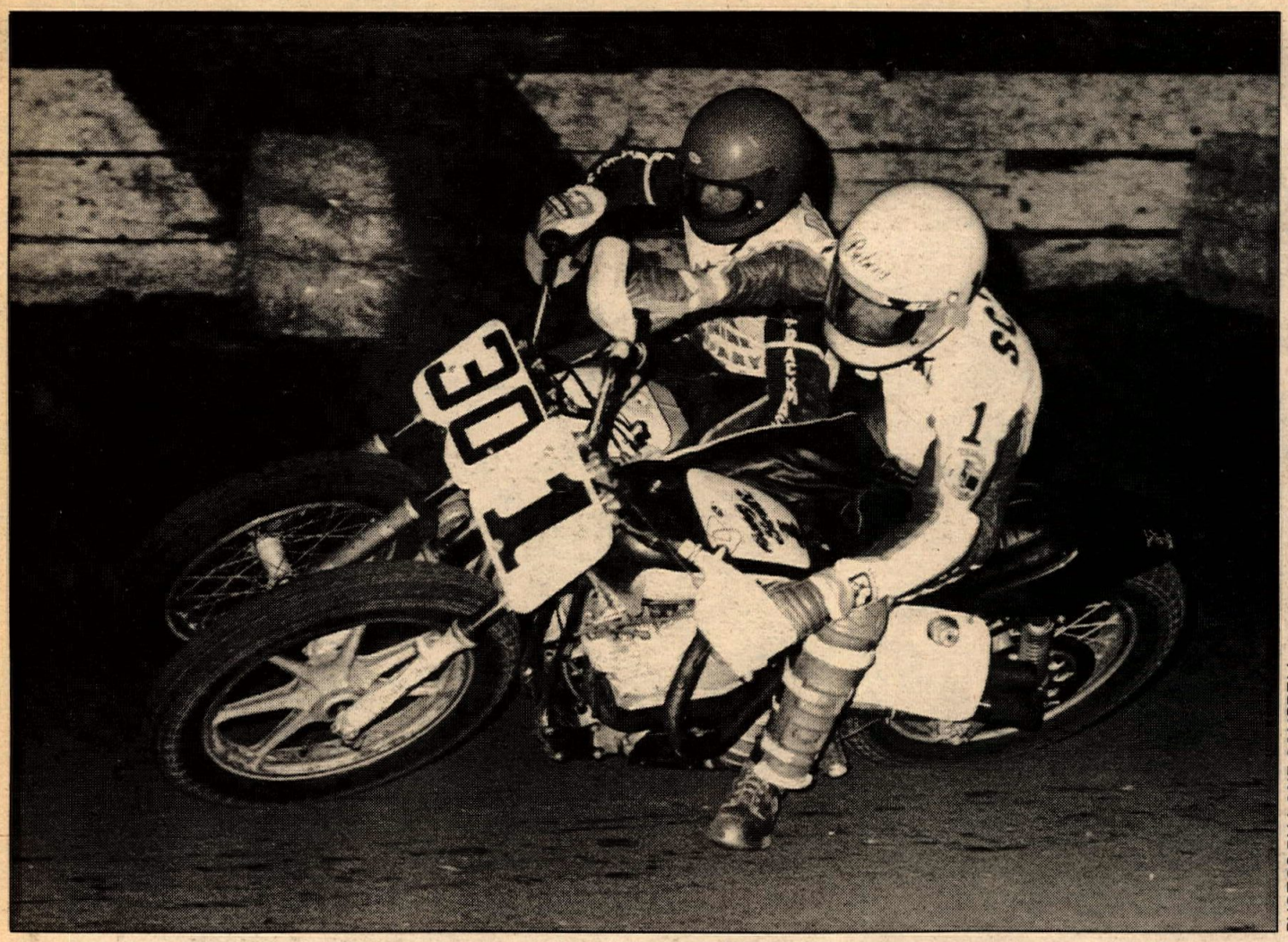
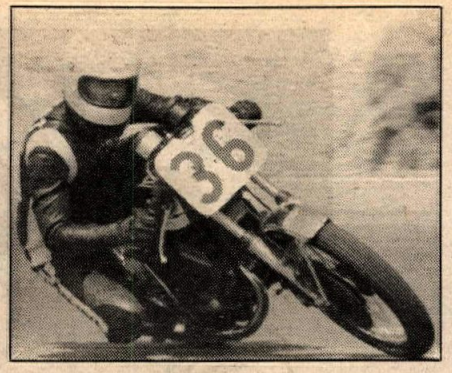


Gary Scott (1) and Tom Berry (30) drift into a turn within touching distance and held it for the duration.

PHOTOS BY LANE CAMPBELL



Portraits at speed — Harry Klinsmann (2) and Bob Tigert (36), caught in the bumpy entrance to Willow's turn nine as they dusted their competition.

Ascot: On the way to San Jose

By Maureen Lee and Bob F. Read

GARDENA, CAL., MAY 7

It was, without a doubt the best night's Ascot racing we've had this season. Gary Scott was back; the Trophy Dash record fell; and that magnificent Ron Woods' Norton with Alex Jorgensen aboard, plain ran the wheels off of everybody.

All the heats were good. In the Novice class, Eddie Lawson and his Bul won the first one as Randy Mamola (Yam) in his first try on the Ascot dirt, came right on up through the pack, feeling the track out and emerging with a transfer to the semi.

The Novice Semi was just out-of-sight! No run away for anyone as the lead riders swapped places at least eight times with eventual winner Rod Spencer leading five different times as he, Dave Lujan, Jeff Kerr and Randy Mamola really had at it.

The Trophy Dash went to Alex Jorgensen with a time of 1:09.40 breaking Rex Beauchamp's 1974 dash record of 1:09.67. He ran away with it obviously enjoying the good tacky track which was in perfect condition.

Tim McWhorter gave Eddie Lawson some competition in the first few laps of the Novice Main. At one point he passed in the south turn going for the inside, but Lawson just turned it on, took back the lead and charged way. Mamola had his seat come off on lap three.

Scott Pearson (H-D) got enough of a drop on the starter to cause a re-start of the Junior Main. Again he got the lead followed by Steve Fortune, Ted Davidson and Bob Murray. Davidson started worrying at Fortune but Steve remained cool and unflappable, finally getting by Pearson to win. Now Davidson and Pearson fought it out, often running side by side with Ted taking second.

For Gary Scott, the first leg of the trip to the San Jose National began at Ascot. The road thus far this year has been all uphill for the current Grand National Champ who parted ways from Harley-Davidson at the end of last season. But Gary returned to his home track where it all started six years ago and found new fuel for the idea that maybe a guy can do without factory backing.

The fans, representing the largest crowd of the season, were on hand to see the return of Scott and his meeting against some of his former fellow riders, plus Eklund and Jorgensen. Jorgensen got what was perhaps his best start ever in the final with an absolute perfect straight ahead power drive. He had 10 lengths on the field going into the far turn on the first lap!

Scott was running second, taking the turns a) high and b) very high. Rob Morrison moved to third to challenge Scott on the second lap. Berry was not far behind. Allison was running near the wall on both ends and coming up fast in fourth.

Tom Berry, the chubby kid that wears blue boots, got by Morrison near the midway point in the fracas, but only by inches. Allison was now right behind Morrison and it was all three right on Scott's rear wheel, or right along side.

Berry and Scott started trading second place going in and coming out of both turns. Before it was over second had changed hands no less than 19 times! Scott looked superb on every lap coming out of the number two corner and onto the backstretch — gobs of horsepower.

The brilliant first lap by Jorgensen gave him the win for the third time this season. Scott had to hold off Berry, who bounced all over the track the last five laps, trying to pass, and also Morrison and then Allison.

After the race we asked Scott if he was really trying, or getting the track firmly planted in his mind for the October National? He just smiled and started talking about his broken left hand that is still on the mend. He said it went numb on him the last five laps, making it difficult to hold onto the bars. Asked if it was going to bother him on the mile, again he just smiled and said that he was not going up there to finish second. ●

Alex Jorgensen had a 10 length lead on the Expert field right from the start.

W/ERA donates a road race

By Lane Campbell

WILLOW SPRINGS, CAL., MAY 8-9

Running against a CMC Saturday race at Riverside, the W/ERA organizers expected to take a financial bath on this Divisional/Endurance points event; but they did as advertised, held the event, and paid out over $800 to riders over the two day weekend. To lessen the sting (by spreading it around) Race Director Lance Weil and the Rickey Racer flag crew donated what would have been their wages (about $250) into the rider payout.

After preliminary sprints and a Saturday GP final (won by Jim Vialovos), just six starters made the grid for the endurance race. Scott Clough led all but the last five laps, gaining three seconds a lap or more on the rest of the field. Just past three-quarter-distance, he was muscling the bike into the left-hand turn three when "I just felt something drop down on the left . . ." It was his left handlebar, fractured at the root. Scott hung on, using the clutch as best he could, and continued to circulate at a safe speed, until the engine seized going into turn one. "Then it got kinda' wild; it was all locked up, going for the edge, and I was trying to grab for some clutch and couldn't get anything . . ." He saved it, dangling handlebar and all, and watched from the infield as the Fantasy Factory Suzuki 400 went on to win the race.

It hadn't been an easy cruise for the winner, either. Steve Carroll had started and worked the bike into third, about 25 seconds back from Bob Crossman (Yam). Then Crossman broke, elevating the Suzuki into second prior to the rider change. About three laps out from the pits, the relief rider, braking deep into turn three, felt his leathers grow suddenly cooler and smelled heavy gas fumes. The gascap had come away, and any hard braking was causing a regular fountain. So he, too, slowed to a safe speed until Clough's difficulties brought out the "Go" pit signals, and the engine had drawn the fuel level down far enough to permit more aggressive riding.

On Sunday, Bob Tigert and John Chermak had come down from the Bay Area, John to try out his 250 Yamaha against the 410 Production troops (he got a second overall behind Tigert, collecting first in class points for the effort) and his trusty 200 against the GP folk. But in 200 GP, it was Don MacMullen on a really sano 192cc Honda (which had begun life as a thoroughly ordinary Chicken Hawk) going all the way.

In 250 GP, Harry Klinzmann, Mike Baeder and Dave Emde had been having some dynamite heat races, a continuation of their Riverside battle. In their final, however, Baeder, attempting an outside pass in the hook of turn nine, crashed hard and came away shaky-kneed, with a possible concussion. After that, Klinzmann cruised, trailed by Emde and Mike Clarke (Yam). Emde came back out and won the 500 GP race; Steve Mallonee, on a TZ750, outhorsepowered Emde in the Open GP race and then beat his heavy handicap to win the Handicap pursuit as well. ●

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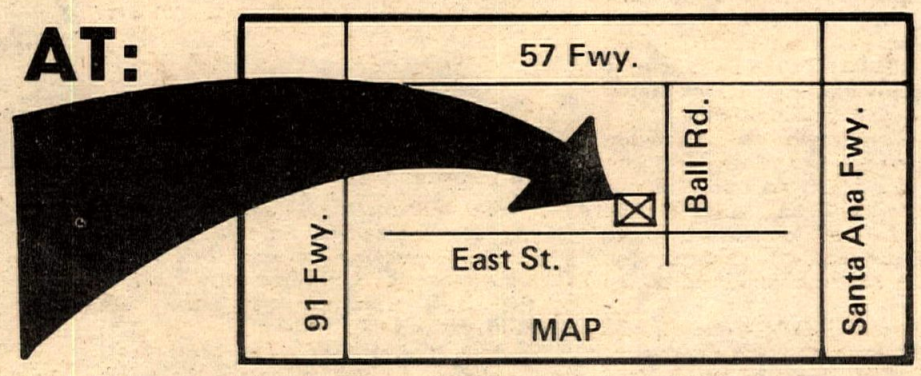

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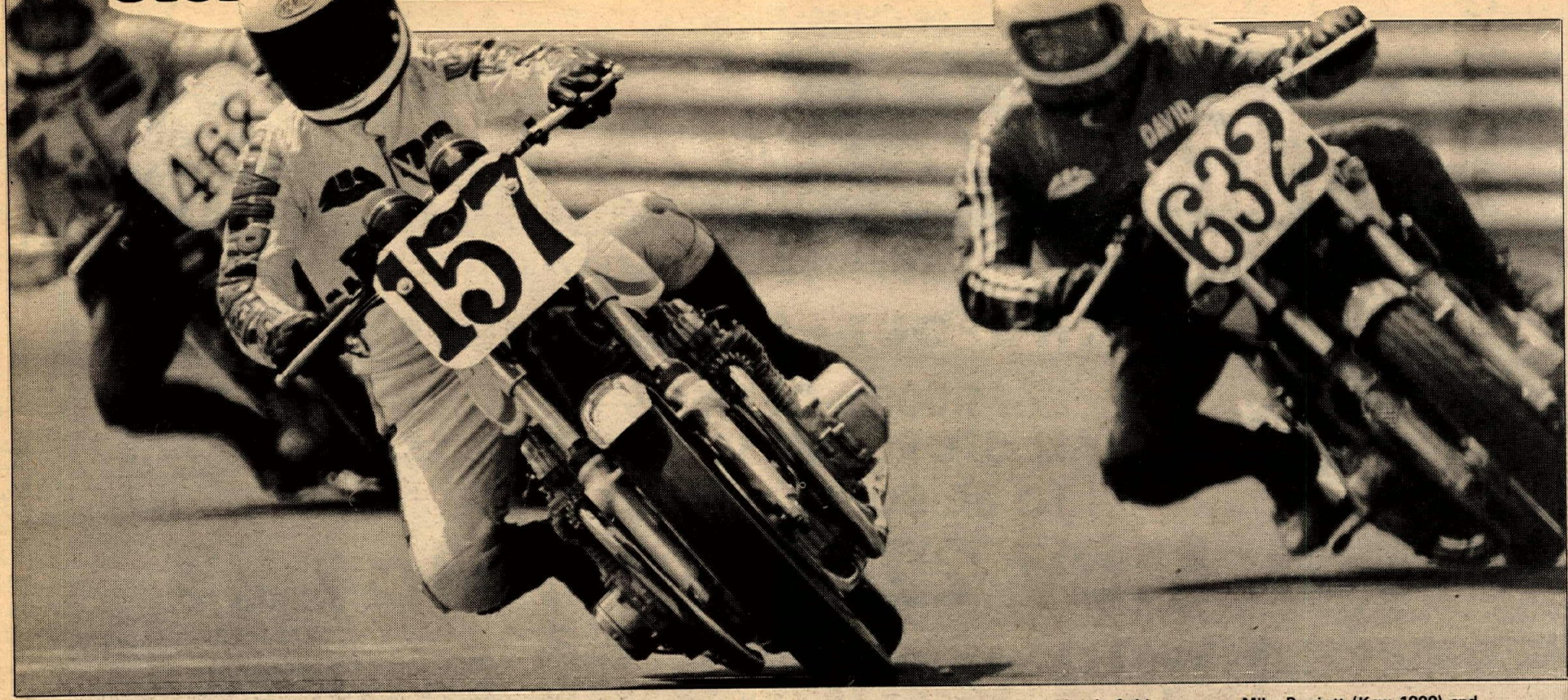


Fast Fred Walti (157 - Kaw 900) leads David Breetwor (632 - Tri 750) and Ken Gill (Kaw 900) on the first lap of Open Production. Ahead of this group are Mike Parriott (Kaw 1000) and Jim Haberlin (Tri 1000), but Haberlin broke and Parriott was blackflagged for dropping oil before the finish.

Nobody else hung off quite like Mike Parriott on the Yoshimura R&D of America Kawasaki.

CMC Saturday ration of road-rashers

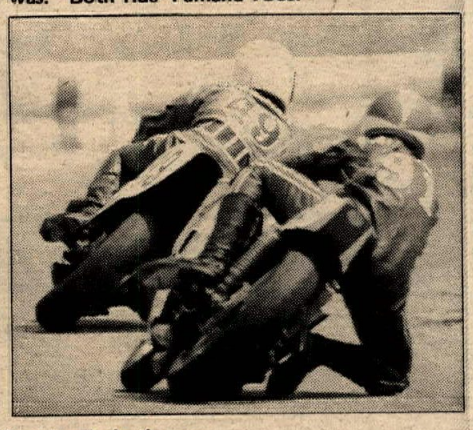
Story in pictures by John Ulrich

RIVERSIDE, CAL.
MAY 8

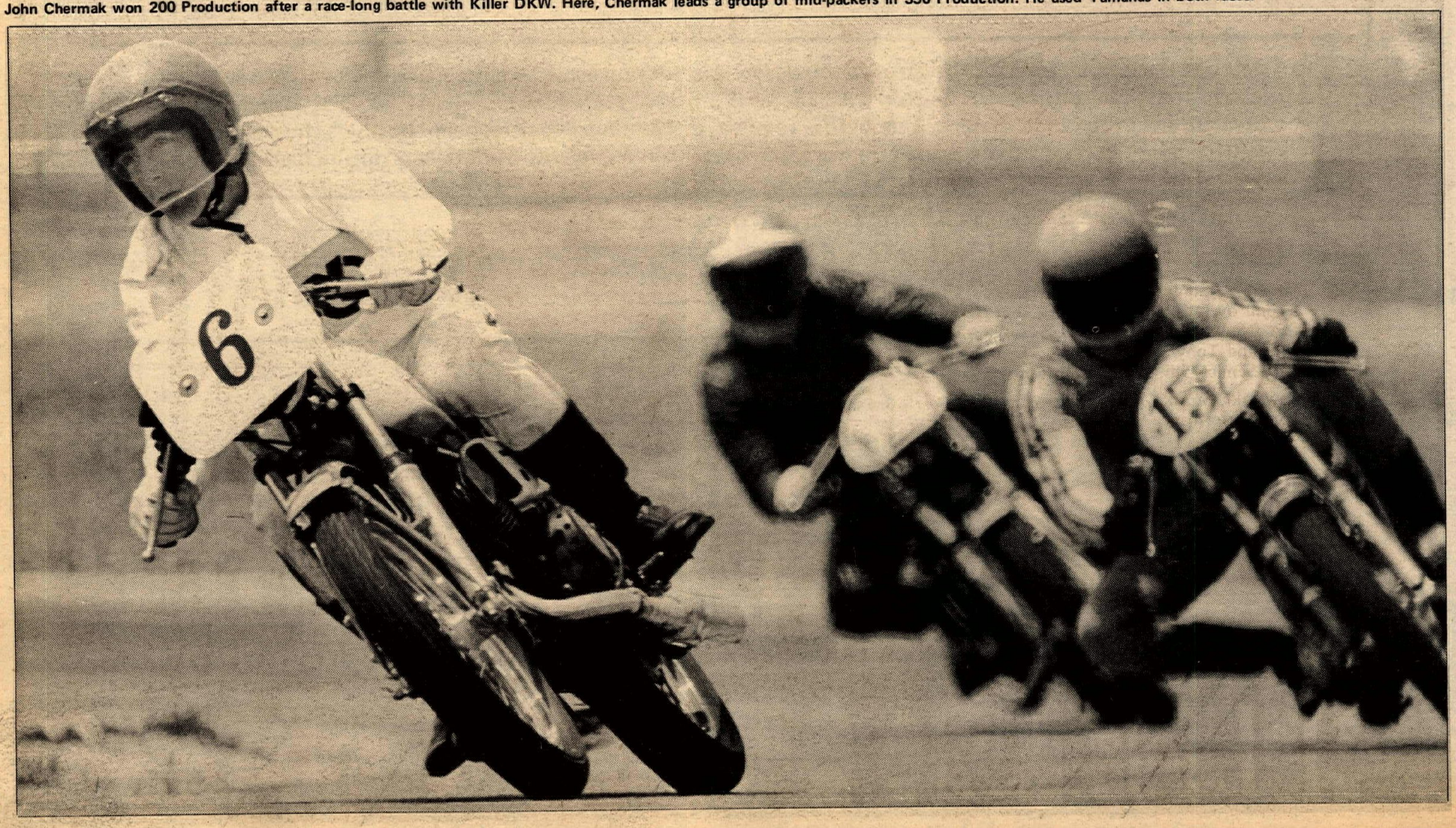
Results in Results Section.

Mike Baeder (170, Yam 750) looks over his shoulder to see who's knock, knock, knocking at his back door. It's Harry Klinzmann (2) on a 250 Yamaha in the 350-500-Open GP race. Klinzmann later passed Baeder.

Steve Mallones (49) leads Bob Endicott through turn 7A. Favorite Endicott faded with tire troubles. Said Mallonee, "I wouldn't have wanted to be pressured any more than I was." Both ride Yamaha 750s.

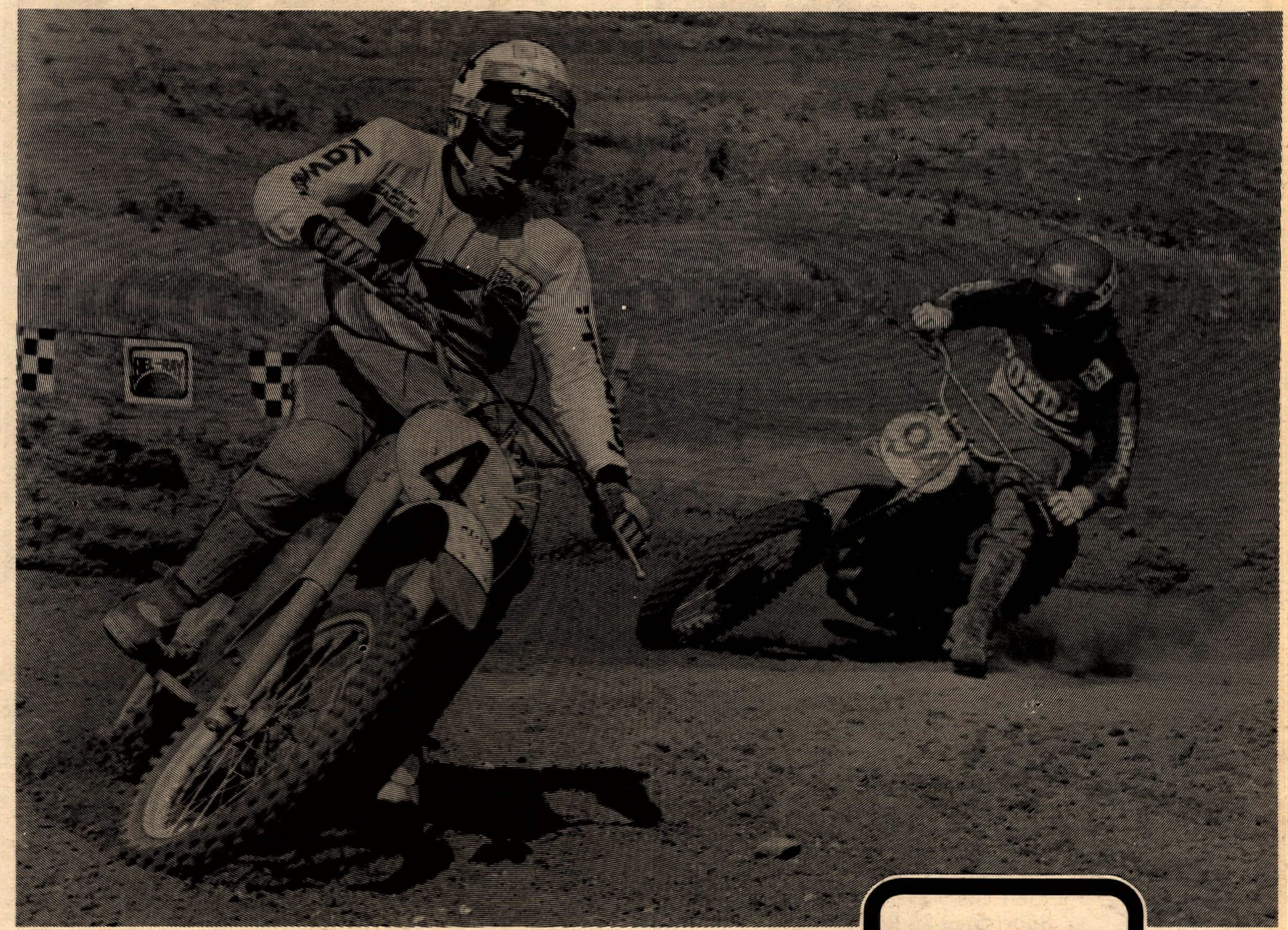


John Chermak won 200 Production after a race-long battle with Killer DKW. Here, Chermak leads a group of mid-packers in 350 Production. He used Yamahas in both races.



JAMMIN'J... TEAM K...and BEL-RAY...

take first overall at the Towaliga 250 National.



Jammin' Jimmy Weinert, Team Kawasaki rider, raced his Bel-Ray prepared motocrosser to his second overall win in the AMA 250 National Motocross Series. Bel-Ray Team riders swept the first five places in this 250 National. Following Weinert were Team Suzuki riders Steve Stackable, 2nd, and Tony DiStefano, 3rd; Team Honda rider Rich Eierstedt, 4th; and Kawasaki teammate Gary Semics, 5th. Bel-Ray lubricants are used by more factory teams than any other.

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Dave Taylor (ID) leads Bob Elliot (16) Broc Glover (21) and Jeff Jenning (2) at AMC.

PHOTOS BY DANNY RAYMOND

Bob Elliot cranks through one of Saddleback's rock-hard berms.

Elliot does double duty at AMC cash cross

By Danny Raymond

IRVINE, CAL., MAY 9

Suzuki R&D's Bob Elliott took his RM mounts to tops in both 125 and 250 Pro bike bashes at AMC's $1,000 cash cross. And bike bash was the word for the action while the world famous banzai downhill was in use. With Jeff Foland, Bill Rubly, and Jon Derhammer all sidelined after a serious tangle up Chuck Lunde took an easy Open Pro win topping out Don Martin (Suz) who finished second.

Right after the gate dropped starting the first 125 moto D&G's Broc Glover pulled the pack into the first turn, Warren Reid (FM) and Dave Williams (MM) were running side-by-side down Banzai Hill. Just minutes later Reid's foot slipped off his foot peg injuring his ankle and setting him to the sideline. D&G's Dave Taylor dropped out of the race after losing his pipe. As Marty Moates (Hon) and Jeff Jennings (Suz) pulled into the second and third positions Dave Carlson was slowed up by a broken foot peg and Williams' Suzuki started to seize. By the flutter of the checkers Bob Elliott pulled into fourth.

Dave Taylor showed the pack into the first turn of the second moto while Elliott, Glover, Carlson, and Jennings separated from the mid-packers. As the race progressed, Elliott and Glover slipped out in front and battled for the win until Glover seized, allowing Elliott to smoke the second moto. Dave Taylor held off a very hard charge from Jennings, to give Dave second place for the moto. Moates, Williams, and Carlson finishing up the top six.

Elliott's 250 Pro win came much easier as he ran away with both motos. Jeff Jennings looked like a sure winner until he overshot a turn sending him through a wooden fence. Dave Carlson rode his Competition Cycles Maico to a second overall while Morris Malone went 4-3 on his Premier Cycle Suzuki.

Results in Results Section. ●

Saddleback sizzler

By Joel Jamieson

IRVINE, CAL., MAY 2

DG Performance's head honcho, Gary Harlow, must be one happy guy. His DG race team put together a superb showing today, taking 1-2 in the 125 Pros along with the 250 Pro win. Gary's son, Kevin, nabbed second 125 Intermediate I after a super first moto victory.

DG's newest team rider, Dave Taylor, walked away with the $155 125 Pro win after defeating a full gate of 32 racers. Broc Glover and Warren Reid matched DG against FMF the first moto after disposing of Bruce McDougal, "Holeshot" Gary Denton, and a troubled Marty Moates. The two had a super dice for first until Reid bit the dirt, leaving Broc with a solid win.

The second moto was led from start to finish by Marty Moates. Marty, Dave Williams, Taylor, Glover and Mark Tyer all had one heck of a battle going for first till Glover and Tyer had a collision. Moates managed to build up a small lead while Taylor was busy zapping Williams for second. Glover never really recovered from the crash and finished ninth that moto, fourth overall. Moates had blown it with an 11th in moto one for fifth overall. Taylor's 5-2 rides were good enough for the win. Hard chargin' Tyer worked back up to fourth and went home with second place cash.

Tyer also picked up top honors in 250 Pro competition. He went 2-1 to defeat a 1-2 scoring Suzuki ace, Jeff Jennings, who really looked fine the first moto, winning wire to wire, but had to pass a few people in moto two and Tyer was long gone by that time. Dave Carlson collected third aboard his Maico.

Sporting an FMF jersey and mounted on a 76 Elsinore, Mike Loper went on to defeat the 125 Intermediate I hooking up with a 2-1 tally for the win over DG'er, Dan Schramm and Donald McIver. Loper was looking good. ●

Shaver saves Matterhorn cliff-hanger

By Ann A. Powell

ORANGE, CAL., APRIL 25

"The 'Horn looks like a freeway," complained Kent Morgan as he headed for the sign-up table.

"Oh, yeah? Well, you've got to ride to the left of the banners," he was told.

"The left? That's a cliff!"

And a cliff is just about what faced the 90 riders turning out for today's climb because the Matterhorn had become too easy. Absolutely no one complained about today's climb being too easy.

In the first round of competition only Bill Correll, on a modified 650 Triumph, and Ed Shaver, on a modified 750 Triumph, managed to get over the top. The second round saw only Gale Grant go over, and no one was more surprised than he. He was mounted on a stock 360 Yamaha which accomplished what none of the "super" bikes had been able to do.

What made this climb so unusual was that at about the 400 foot mark the trail veered slightly to the left, cutting through unclimbed terrain. Little more than weed chopping had been done to prepare the hill which opened up the ground, exposing the moisture that had been held by a healthy crop of poison oak. After all the slippery action that took place for the first 400 feet, the super traction of the next 40 feet caused bikes to loop out one after another. The busiest man on the hill was the hookman, Ron Powell, and his able assistant, Joe Stith.

When it came time for the first move up, no one felt that the start would have to go very high to eliminate the three riders still in contention.

Gale Grant was the first one away. His 360 did well, but his 399 foot mark didn't look like a winner. Bill Correll was next and he managed to make it to the 468 foot mark. The bike looped out, was missed by the hooker, and tumbled nearly 100 feet before coming to rest . . . on top of the gas tank which had fallen off 30 feet higher. Bill was fine, but the bike was out of competition. Ed Shaver made his run, stopping just one foot lower than Correll, at 467 feet. These two each had one more try at the hill.

Correll borrowed a smooth running, modified 500 Husky. Smooth as it was, it couldn't go as high as he had gone on his first run. Correll had the hillclimb if Shaver didn't beat the 468 foot run, and Shaver was on the line.

Shaver got off to an indifferent start. He slid back and forth across the slick hill, finally got righted, and turned on the gas. Without a pause he sailed that big Tri right over the top again. The climb went to Ed Shaver with a super run on a super running bike. ●

SRA Tehachapi GP

By Sebastian

TEHACHAPI, CAL., APRIL 25

Tehachapi is the haven of those folks who like peace and quiet, not to mention the atmosphere of a full four season climate. Remanents of heavy snowfall still clung to the

David Taylor joined the DG team and pulled rank with a 125 Pro win at Saddleback.

JOEL JAMIESON

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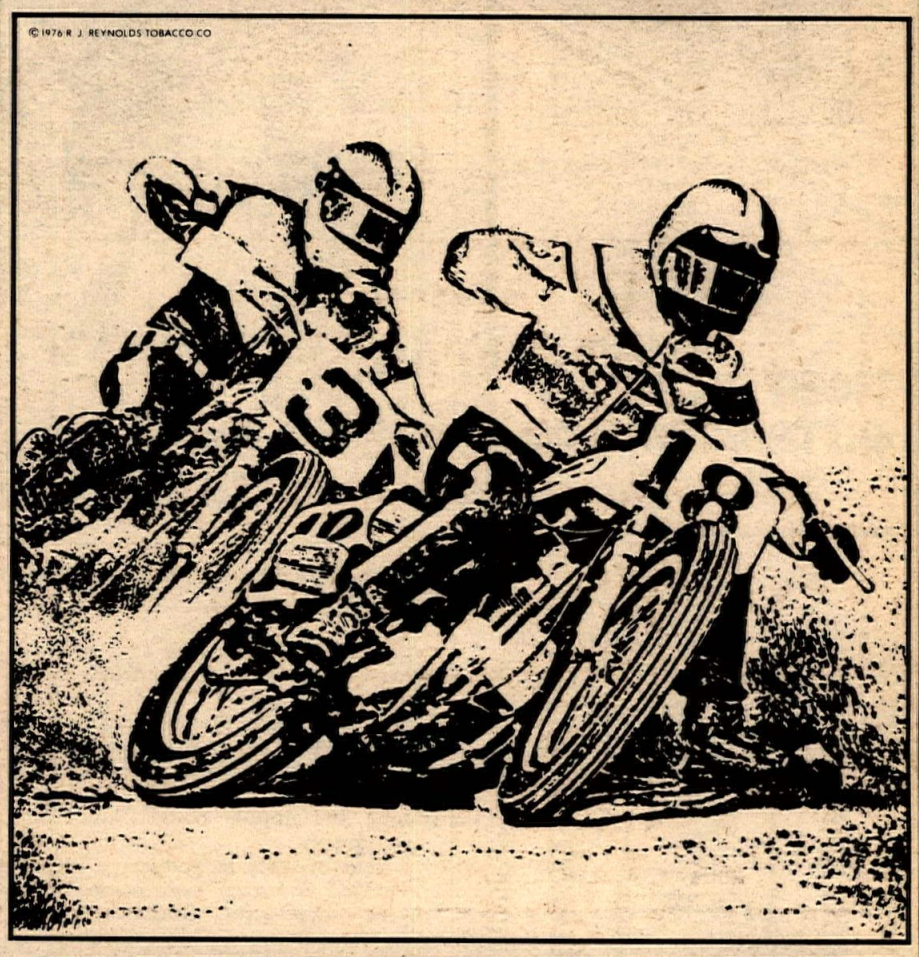

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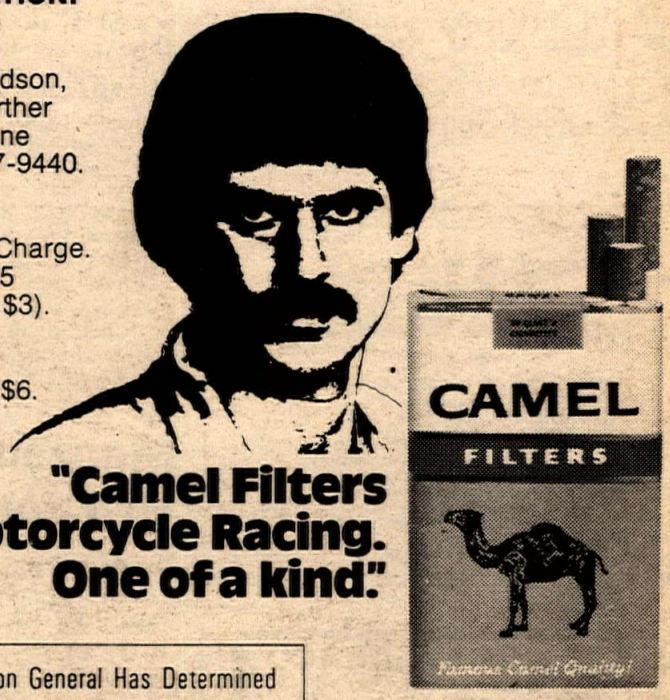

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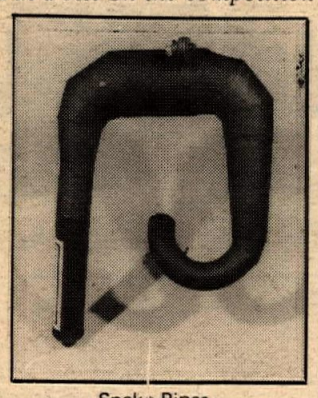

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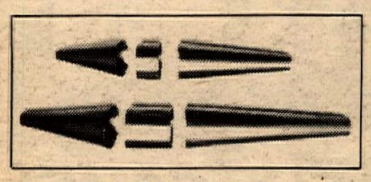

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SRA's annual Prison run lined up for the start under the watchful eyes of prison guards.

mountain slopes as the first sounds of ring-a-dings invaded the frosty air for SRA's 4th annual Prison Run at the California Correctional Institution. The uniqueness is made even more grasping as one zips along the course and looks up to see the ever watchful eyes of guards along the double banked rows of 15 foot fences.

Held on private property, SRA has managed to grasp permission for this event under the watchful eyes of ranchers, farmers, Sierra Clubbers, and other not too likely neighbors. Each of the 90 mile events are limited to 100 entries. This keeps the crowd to a manageable size and still allows for some wild and wooly races around the 10 mile loop. To date, SRA has experienced no problem getting permission to use the property, and in fact, has no local oppostiion. Will wonders never cease.

The 250 race turned out to be a wild see-saw battle between Jeff Cauby and Monty Lee, both riding buddies. Monty led it for seven laps only to misjudge a downhill turn and spent enough time in the loamy mountain soil to let Jeff slip by for the win.

The fast times of the day, on a wide open course, went to the Open bikes. Averaging over 45 mph, Glenn Brown headed an all star cast on the first lap only to find the going too rough out front and relinquished it to Bill Saltzman. Bill rode two 90 mile races and didn't even seem tired after winning the second. That desert riding sure gets a guy into shape.

The last event was the Senior Division. Joe Rose never let off after holeshooting the whole pack. Bill Pattison was gaining until the last lap when he didn't answer the bell. Second place was a jinx as Bill and Gary Sigman both held it up close enough for a shot and neither managed to make it to the checkered. ●

Manzanita Pro power

By Becky Powers

PHOENIX, AZ., APRIL 25

After a six year absence, AMA Pro flat track has returned to Manzanita Speedway. A good field of riders represented California, Arizona, New Mexico, Colorado and Texas. "Superman" Dave Aldana set fast time with a clocking of 26:47 on the blue-groove flat track. Fastest Junior rider, Brad Nicks, was third quickest in the 50 bike field. Jeff Kerr (Yam) completed his necessary Novice points in fashion by winning his heat and the Novice Main event. He was followed by Tom Burcham and Geoff Lowe, both Yamaha mounted.

Arizona Junior rider, Brad Nicks, led from start to finish to win the Junior Main, but really felt the pressure from Earl Roloff and Marty Halkola. Earl was right beside Brad on the last lap, but crashed, which allowed Halkola to finish second, Layne Wright third.

Arizona favorite Art Fredenburgh led the Expert Main the first lap only to lose it to Chuck Palmgren a lap later. Gene Romero battled his way up front after sliding into the first corner fifth. Romero and Palmgren battled side by side until Romero finally took over the lead on lap 11. Romero, Palmgren and Fredenburgh were in blanket formation at the finish. ●

Marc Lester (727) and Kevin Kelson go for second and third 125 Jr. II honors at OCIR.

PHOTOS BY JOEL JAMIESON

Carlson capers to OCIR night win

By Joel Jamieson

EAST IRVINE, CAL., APRIL 28
If Dave Carlson isn't roosting the 125 Pros with his Franks/Honda then he's sure to be tearing up the tracks with a Competition Cycles 250 Maico.

Carlson got off to a slow night, finishing a distant third in the first 250 Pro moto, but came alive the final two races, taking both holeshots along with solid wins. Dave left first moto winner Morris Malone and his Premier Cycle Research RM to hold back Val Tamietti's Track-N-Travel Maico for runnerup spot.

Consistent 500 Junior winner at O.C.I.R., Mike Bomer, appeared to be on his way to another victory after nabbing the first moto with his Bassett Racing equipped Suzuki. But a get off in the second round, while attempting to put a move on the overall winner Rick Gause, set Mike back to second. ●

Results in Results Section.

Perkins pockets Corona win

By Elaine Jones

CORONA, CAL., APRIL 28
Danny Perkins has been patiently waiting for his chance to claim the 125cc Expert title and it paid off as he took both the short track and half-mile events. He led the short track from start to finish while rival Mike Tidwell had to work his way from third to even get a shot at him. On the half-mile Danny again took it from start to finish. This time Tidwell was right behind him, trying every trick he knew, but Mike never got a break. Terry McCreery took the third.

Tidwell collected the 250 Expert half-mile despite Joe Steffen trying to knock him off the mountain. Jay Lewis, back after a long absence, was third. Mike Minnig, in his first time out since he got his cast off, hasn't lost his touch as he unseated Mike Tidwell on the short track. Jay Lewis was third in that one too.

Lloyd Patzke took a bad fall during his semi but came back to take the 250 Amateur short track over Scott Thurlow and Bobbi Hunter. Bobbi turned the tables on all of them on the half-mile regulating Scott to second and Lloyd to third.

Eddie San Roman, for the second week in a row, won the 250 Expert Twin. Look out Ascot, he's sent away for his license.

Mike Paulson hit for two, winning the short track and half-mile 125 Novice goes. Terry Singleton followed him home on both. ●

Taylor tramples Irwindale troops

By Tom Blattler

IRWINDALE, CAL., APRIL 30
David Taylor showed up with a new sponsor and even a new motorcycle, but the end result was no different as he again made a clean sweep of the 125 Pro action. Taylor is now riding for D & G Performance and this sponsorship just might be the one that David's been looking for.

Taylor found his best friend and now teammate, Gary Denton, his number one opponent in the 125s with Dave Pessy (Hon), John Atwood (Yam), and

The Thunderbird concept was born when we asked our engineers to develop a motorcycle that would satisfy the demands of the most serious off-road rider, not only the competition rider, but also the weekend rider who demands the finest in equipment. We told them that it must be reliable, since reliability wins races and makes pleasure riding truly a pleasure. It should possess the finest handling characteristics . . . second to none. It must have sufficient horsepower to be competitive in any circumstance . . . Maintenance should be minimal, and parts readily available . . . The frame and suspension should be precisely dialed into each owner's requirements . . . its price must be reasonable . . . and finally, it must be eye appealing and provide pride of ownership for years.

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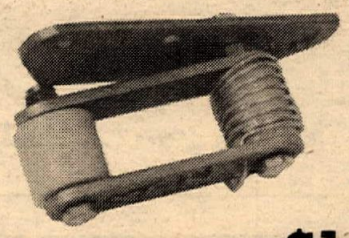

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Vince Hank Hook (Yam) also looking for a top spot.

In the opening five-lap moto, Taylor and Denton battled into the first corner, but by the second turn, David was gone, never to be challenged again. Moto two again found Taylor with a super start and he simply coasted to an easy win. The last five-lapper was again all David Taylor and it's really hard to say how long the kid can go without being beaten overall. Denton placed second overall with Cliff Lett (Bul) taking third overall.

The 500 Pro class was very similar to the 125s with Bill Rubly dominating all three motos and taking the overall win. Chuck Lunde (Mai) finished second overall and Bob Elliott (Mai) rounded out the top three.

David Taylor captured his fifth consecutive "King of the Hill" win with second going to Pessy and third to Chuck Lunde. ●

Results in Results Section.

Tidwell triples

By Andi Gangewer

ELSINORE, CAL., APRIL 24

A van club from L. A. County brought their own class out to Elsinore and there were 14 of 'em scattered all around the track for the "Van Club Special" race. Frank Barjas of Bellflower took the gold in this unusual class with a clean sweep in every moto.

Meanwhile, Mike Tidwell proved that he can still whip the big guys even after an extended absence. The little time bomb blew off the 250 Expert, 125 Amateur/Expert and Special Expert for three trophies. Mike shot by Joe Steffen in the 250 Expert go and went on to finish first in moto one. No way was Joe going to let Tidwell take the win as he shot off the line in the second race and held on with a vice grip. The bomber was really ticking moto three and Mike was the easy victor.

Duane Gallager, an up and coming Expert to be, challenged Tidwell to a duel in the 125 Amateur/Expert class. Duane held the advantage of starting in front of Mike in moto one and the win was Gallager's. The next two races were just barely won by Tidwell. Mike had to work his way through the pack and just in time for the finish, Mike slipped into first. Moto three was Mike's only after a real work out with Gallager.

Tidwell and Steffen battled it out in the Special Expert class. Joe had the win in moto one leaving Mike to second. Stephen got caught in traffic next time and was held to fourth which cost him the trophy. Joe again bull-dogged his way to the head of the pack and picked off the win. Mike was second but won the trophy by one point over Joe. Billy Hicks hung in there for third on the final moto and third overall. ●

Results in Results Section.

Foland, Smith, Wright at AMC

By Mike Yada

CARLSBAD, CAL., MAY 2

After months of "retirement" from knee surgery, John Smith is back on Suzuki winning the 250 Pro scramble at AMC without the slightest hassle. Jeff Foland was on the gas, taking the 500 Pro, while Jimmy Wright went home the 125 winner.

Jeff Foland is one of the few people around who can truly handle the powerful KTMs. His expertise on the flying machines paid off well. He built up a 30 second lead within two laps in the lead-off 500 Pro moto and you can imagine how big a lead he had at the finish!

Foland contined his relentless pace in the final moto, leaving Gary Standridge (Mai) and Chuck Maurath (MCE) to duel back with the rest of the pack.

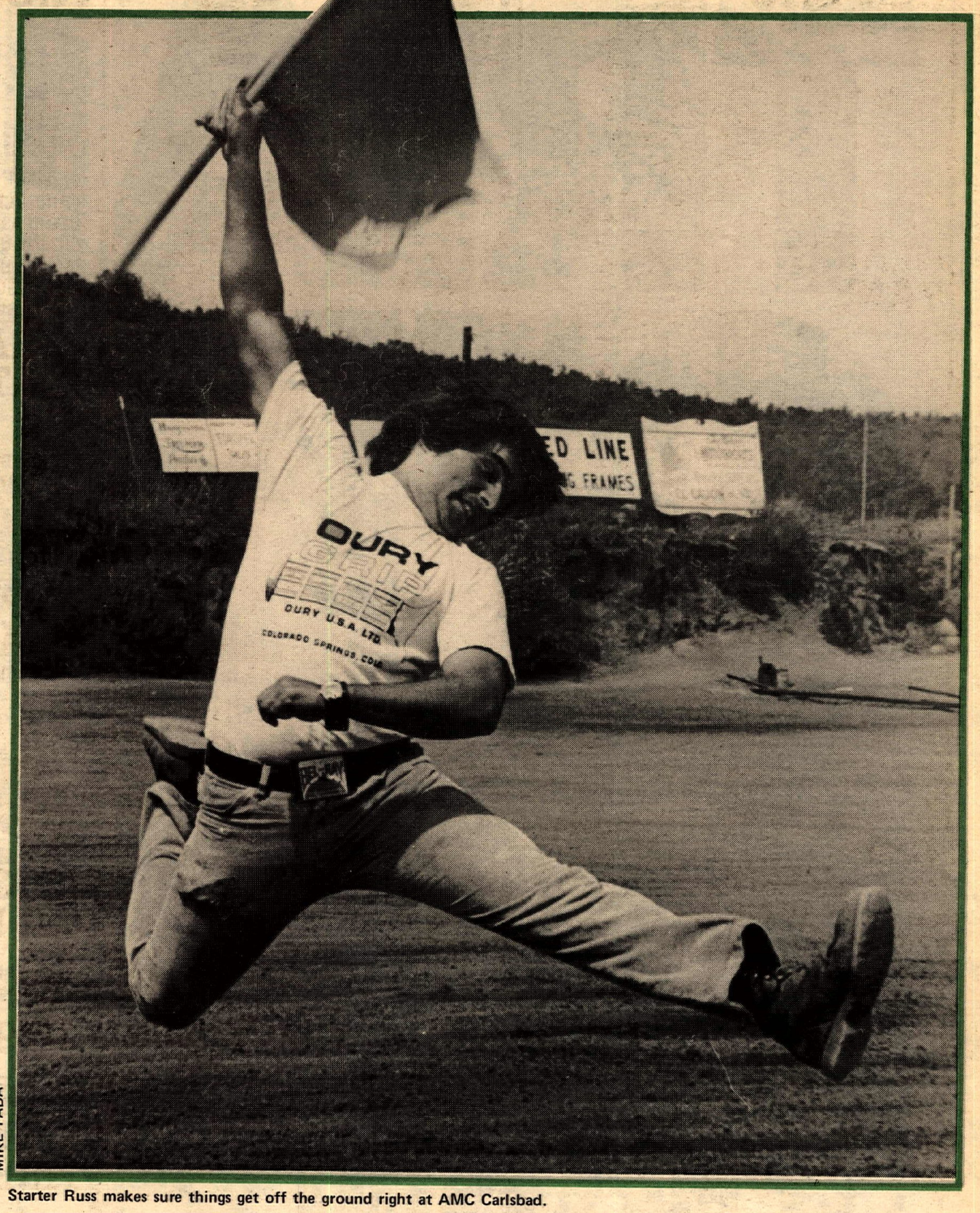
The 250 Pros stayed close to consistent, while Smith held on to his steady pace up front. Jerry Trojner (Mai), Chuck Rouse (Hus) and Kevin Rodgers (Mai) played follow the leader, but no one actually traded positions.

Smith kept on sailin' in the final, but Kevin Crawford (Suz) entered the game, swapping with Rouse for third.

Jimmy Wright (Hon) and Nelson Whitehill (Yam) displayed their true racing talents, keeping within one second of each other throughout the entire 125 Pro moto. Whitehill put his flying tactics to work on the final lap, soaring past Wright on the second jump, nearly overshooting the next corner, but came out on top.

The second moto uncorked the downfall of Whitehill. Leading the moto, he ran into various problems, allowing Wright to get by for the win. Gerald Stewart (Yam) moved into second and ended the day with second overall. ●

Results in Results Section.



MIKE YADA

Starter Russ makes sure things get off the ground right at AMC Carlsbad.

Tessitore tops Carlsbad 125 Pros

By Mike Yada

CARLSBAD, CAL., APRIL 25

Riding at a relaxed and consistent pace, John Tessitore outscored the rest of the 125 Pros without winning a single moto. Val Tamietti rode an equally smooth race and took home both moto wins in the 250 Pro class while Donald Martins netted the top 500 Pro winnings.

Cool and collected, Tony Wanket (FMF) calculated the gate perfectly to lead the 125 Pros around the first moto maze, with Dave Carlson (FRAM) and Tessitore (Hon) close behind. Marty Moates (Hon) ran into trouble on the first lap, getting into the race in last, but made a mad push to eventually finish a decent fifth.

Dave Carlson soon got around Wanket and literally walked away from the pack on Kevin Frank's chrome wonder bike and Tessitore followed suit trailing Wanket by a few bike lengths.

Carlson continued his pace in the final moto, but was being closed in by Marty Moates; who incidentally, is off of Suzuki and back on Honda aboard Glover's San Diego based Racing Research shop screamer. Moates and Carlson soon bumped, both went down on the first lap and got back up in dead last positions.

Alan Smith (FMF) took over top spot but Moates began a furious attempt at the new leader, catching and passing Smith with half the moto left.

Tessitore grabbed the overall due to his 2-3 score after Carlson fell and was only able to take fourth in the final moto.

Tamietti and his Track and Travel Maico appear to be an unbeatable combo as the team took the overall once again. Tamietti's only problem came in the second moto. But Jim Martin (CZ) pulled the holeshot only to become just another target to get around. ●

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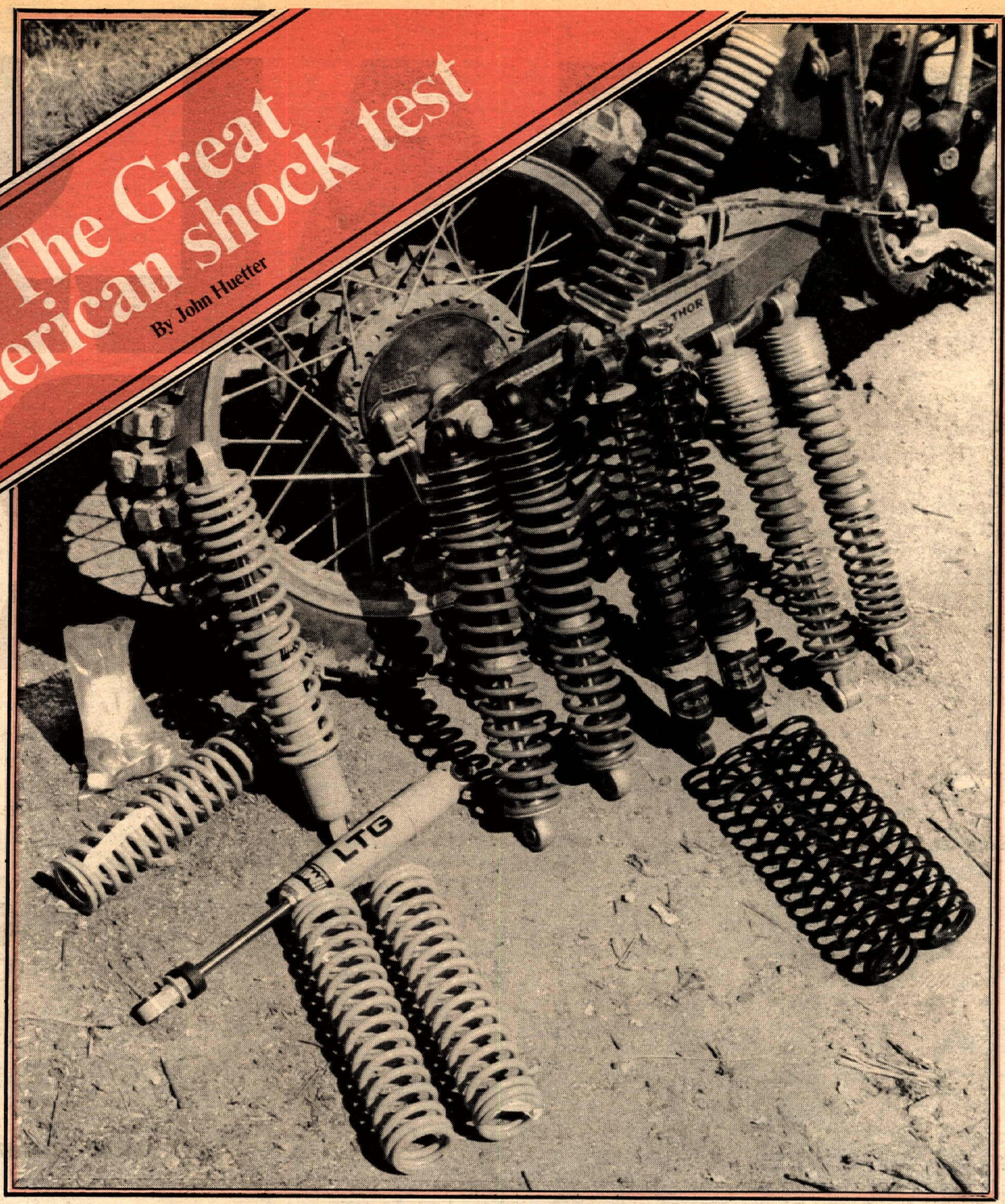
The Great American shock test

By John Huetter



The suspension revolution in motorcycle competition and production is over. What was radical two years ago is now a way of life. In previous issues, you've been exposed to riding tests and analyses of the nitrogen-charged Girling from Great Britain, the DeCarbon system Bilstein of West Germany, and the bladder/reservoir Marzocchi of Italy. They are all fine dampers with at least the Girling and the Marzocchi appearing on production racers from Husqvarna, Maico, and KTM. But this test is all-American: a riding evaluation of the current models of damper from S&W, Boge/Mulholland, Curnutt, Works Performance, and Fox Shox.

BASIC PREMISES

First of all, they are absolutely so much better in performance than just about anything we were accustomed to up until 18 months ago that it is staggering. None of them faded or broke, all of them fit the motorcycle for which they were requested (contrary to our experience with the last shock test some years back), and all of them came with some supporting literature or little bags with the necessary bushings and spacers to adapt them simply to varying bolt size, bracket dimensions, etc. The bike used as a test bed was a current model RM370 Suzuki. There were good reasons for the choice. The big bore (and long stroke) RM is the hottest thing on the circuit. It is reliable, fast, and has intrinsically good handling manners. It also uses very long dampers mounted cantilever to the frame. The negative argument regarding the choice is that we determined only which shocks work well on an RM. The two positive aspects of the choice are that a cantilever arrangement puts more stress on a shock so that you can draw the reasonable conclusion that if it works well in that configuration, it will work as well or better in a more vertical set-up. The other extra strength item comes from the shock length itself which necessitates a very strong rod, body, eyes, bushings, etc. to hold up to the forces trying to make a shock that long flex. We think the RM turned out to be an excellent choice.

We went a little further in trying to eliminate any variable factors that could influence the handling of the machine. The attempt was to isolate any positive or negative aspects of the bike's handling down to the particular set of shocks being evaluated. This elimination of variables in the Suzuki's performance turned out to be a sub-project of fair-sized dimensions in itself.

There are some general characteristics in the engineering of the American-built shocks. Without being artificial in the comparison, you can arrive at some distinctions compared to European-built dampers.

1) The American shocks employ staged valving in the damping action. Designed to control bump damping, rebound damping, and the internal pressures at which the stages come into effect vary with manufacturer but the ideas are similar, even with the Fox Shock which use a single variable jet to control rebound damping. We'll get into the details in the discussion of each damper.
2) American shocks are big. Everything about them is "more". They tend to be overbuilt and understressed. For example, all of them feature half-inch diameter chromed steel shafts which look even bigger than .5 inches round. These dampers are solution-oriented pieces of machinery in an overkill way rather than, say, the intricacy to achieve performance found in the Italian Marzocchi or the precision of closely-held tolerances as in the German Bilstein. It almost makes you believe in the myth of national character. As usual, in comparisons of this sort, the U.S. models work comparatively grossly but just as well – or better – in the final result.
3) The designer-builders of these American shocks are all genuine mavericks. The people behind each of the different shocks considered embody a tale of Yankee ingenuity though in reality, they are all Western Americans in terms of their product. Knowing the personalities who stand behind their products tends to put us in a favorable mood about using them.

THE PEOPLE

At S&W: Tim Witham originally interested himself in compression and rebound of mechanical things through building valve springs for high performance four-stroke twins. His product is still a near-requirement in the 750s that tour the Grand National circuit. From that came fork springs and shock springs and, after he became one of the first if not *the* first American independent to start using a shock dyno, came S&W shocks. He is now allied with C.H. Wheat, a very fast man for nearly two decades first on four-strokes and then, Maicos. With these two, as with the other individuals considered, you get the feeling that they really know what they're doing with their boingers. They don't just react to fads and fancies; these American shock designers *start* the suspension fads.

At Fox Shox: Steve Simon did just that when he got the idea of putting larger capacity reservoirs and coolers on KONI shocks. Then came air forks and, air/gas shocks designed to keep on working when even KONI Koolers faded. They were produced and marketed by the Motocross Fox. That's Dr. Geoffrey T. Fox, who used his physics background to come up with the actual design of the Fox Shox. He gives Steve credit for help on that even as he justifiably takes some credit for inputs on the air fork design. Geoff's Ph. D. is from the University of Wisconsin; his competition knowledge was extracurricular, now it's a full-time application.

At Curnutt: How to deal with a personality as restrained and correct as Chuck Curnutt? He knows his limitations as a businessman and he also knows his radically different successful approaches as a practicing engineer. He retains a graying crew-cut and an evergreen conviction that his way works best. With genuine understanding for the man and the product that bear his name, you can see where he's coming from. He does suspension *so* simply and, for the most part, he makes it work. He is not lacking in humor and will sometimes acknowledge with a grin that when it comes to his shocks "People either swear by them or swear at them."

At Boge/Mulholland: Oscar Franck reflects the finest qualities in the growing class of Mexican-born techno-aristocrats. He is responsible for brining the Boge/Mulholland damper into the Interpart marketing group. A strong engineering education helped in the original design, but he transitions with the smoothness of class through roles as engineer, marketer, and division head. In the U.S., he would probably end up at Chase Manhattan Bank — as he probably could in Mexico — but that doesn't interest him, High performance racing products do.

At Works Performance: Gil Vaillancourt was, not too many years back, living and working out of his trailer with nothing but an idea on building motorcycle suspension and trying to make a living at it. As a graduate of the Montreal Conservatory of Music and a concert violinist, he came to the U.S. some 15 years ago to study physics (which, surprisingly, has direct musical relationship) but the language barrier was too much and he had to drop out. Gil has since learned accent-free English and still enjoys music but his most productive harmonics are now in spring-fluid damping.

One of the test riders pointed out the one thing he liked best about the shocks being evaluated: "If you've got a problem, you can go talk to the guy and get it sorted out. Have your shock built any way you need it." In a time of increasing depersonalization on every level, there is something to be said for that.

THE HARDWARE

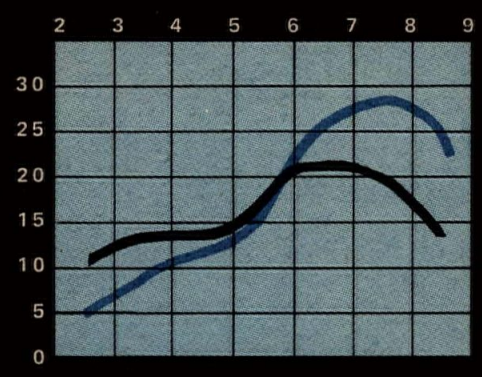
The most difficult thing to get a handle on in this whole enterprise was the thinking behind the springing on these varied dampers. The springs offered ranged from 70 lb/in to 83/195 split springs to 94/138 progressive wind coils. Even more perplexing was the fact that, within a fairly narrow range of riding tolerance, all of them worked pretty well. How can that many different approaches produce substantially the same effect? In no particular order, here are the physical descriptions of the five types of damper we took a ride on.

S&W dampers retain the twin tube construction with the significant difference that the entire volume of the inner shock is filled with damping fluid. Displacement of fluid by the compressed rod is accounted for by a small plastic bag filled with inert freon gas. As an anti-aereation device, it is stone simple. The only possible element that could fail is the bag, which could split, except that none have since the freon is under such low pressure that even when the bag is squished nearly flat, there isn't that much stress on the sealed seams. The S&W uses three poppet valves in the damping piston which are little more than small spring loaded balls resting in orifices which create different fluid flow rates. This same general principle, with variations as to psi required to overcome the valve resistance and how much damping is done on compression compared to damping on rebound, is used in the Works Performance shocks (which, in chronological order, seem to have originated the idea) and Boge/Mulholland. The piston is 0-ringed, of course, but because of the understressed design of the damper, even if there is some wear it isn't critical. There are five adjustable pre-load positions for the springs which range from 60 lb/in to 90 lb/in depending on rider weight, speed, and track conditions. Our test shocks had 70 and 75 lb/in springs. S&W shocks with springs weigh 4.2 lbs. each and cost $86.50 a pair. They are not adjustable except for spring pre-load and are not intended to be rebuildable by the owner. C.H. explained that it didn't matter which end of the shock was up.

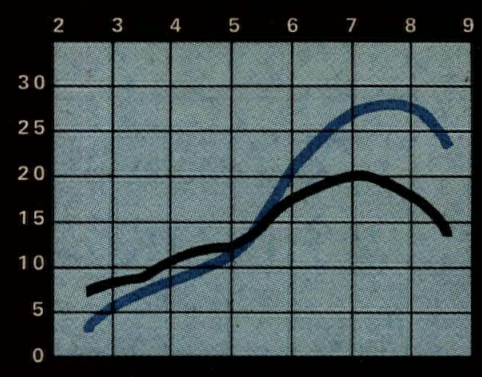
At Boge/Mulholland they believe in compression damping, as an effort to force the rod in quickly will reveal if you don't believe the brochure. They retain double tube construction using a gas bladder inflated to low pressure (similar to the S&W approach) to prevent aereation. The tubes are completely filled with over 130cc of specially formulated Mulholland shock fluid. All of the shocks tested had capacities of 120cc or better. Something around 75cc of fluid used to be considered the norm. Mulholland shocks have the three-stage relief valves for damping both compression and rebound stroke. They use a double lip seal on the damping piston and stress the fact that Boge/Mulholland shocks are designed to be custom-tuned by the owner-rider. They offer a very complete range of parts that affect damping behavior (in addition to springs) and are intended to be rebuildable, or infinitely alterable. Two different springs were offered: 112 lb/in straight wind and 94/138 progressive. With the 94/138 springs in place, they weigh 4.85 lbs. The cost of the dampers alone is $89.95. Straight wind springs are $22.50 and progressive wind springs are $27.50 additional. Total minimum for a functional set: $112.45.

The Works Performance dampers were the only American shocks tested that were all-hydrulic.* They do not feature any pressurization or fluid displacement compensating device. Gil asked that they be mounted with the shock body up. There is progressive three-stage valving to control damping, cooling fins at the end of the shock bodies, and 110 lb/in straight wind springs to compress on the bumps. They are of twin-tube construction with the outer tube die cast aluminum and the inner one, steel. Springs and shock bodies are Kal-Gard coated to prevent corrosion. Works Performance shocks

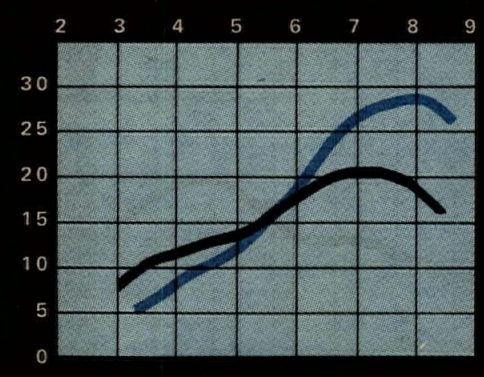
WHY HAKAN CH



YAMAHA YZ250
HORSEPOWER: 28.23 @ 7500 RPM
TORQUE: 20.88 @ 6500 RPM



KAWASAKI KX250
HORSEPOWER: 27.65 @ 7500 RPM
TORQUE: 19.88 @ 7000 RPM



SUZUKI RM250
HORSEPOWER: 28.43 @ 8000 RPM
TORQUE: 20.10 @ 7000 RPM

The Montesa Cappra 250. Sh

MONTESA

In the interest of an impartial evaluation, the figures in these comparison graphs are reprinted, courtesy of Cycle Wor

* 125cc AND 360cc VER

Biggest complaint about Fox Shox was the behavior over small bumps at low speed. Rear wheel hung in the air too long.

are fully rebuildable with parts available from the works and any bearing supply house. It is essentially a custom shock, usually built for a specific individual based on the type of bike, type of riding, and weight of rider. They are, of course, like the previous two available in standard lengths for all production racers. They weigh 4.4 lbs. and cost $114.50 with springs.

Fox Shox utilize single tube construction. The shock body is filled with fluid which is then pressurized through an external valve to create a predictably aereated (or foamed) fluid. Damping orifice design then is based on the viscosity of this medium and, in this respect at least, it is similar to the gas Girling. On compression, a free-floating wave washer is blown off the face of the piston exposing the standard damping holes in the piston. Rebound damping, however, is controlled through a replaceable, varied orifice jet (much like a carburetor jet) which meters the rate of foamed fluid passage, hence rebound speed and smoothness. The jet size can be changed by disassembling the shock. Fox Shox we tested used a very firm No. 78 jet and were surrounded by 83/195 split springs. Compression damping is intentionally minimal with the springs working to absorb bump. Fox Shox are rebuildable after depressurization through the external valve. One of them weighed 4.6 lbs. with springs and two of them cost $118.95 in the same condition.

The Curnutt shock remains somewhat of a mystery because Chuck Curnutt asked us to keep his latest creation that way. He *would* say that they will work for any rider regardless of weight which is a departure of some kind from his long-time practice of customizing every set of shocks he sold. The Curnutt is still a custom shock which you order according to a set of criteria that help them build two for you. Visibly, the shocks have a mild 60/90 progressive spring coiled around them with the tight coils occupying very little of the total spring length and aluminum cooling fins slipped over the exterior of the body, as a spacer. We were told they were designed to be run with the shock bodies up. It is our belief that the new Curnutts feature staged valving for damping control. They are not air pressurized but are internally sprung. If we're wrong, Chuck can laugh knowingly. (Later conversations revealed that we were wrong.) If not . . . well, we didn't take 'em apart like we said we wouldn't. However, in operation with the spring removed the rod tends to slowly return *into* the shock body after being pulled out to full extension a few times. This is contrary to the gas-pressurized shocks wherein the rod tends to slowly return to full extension from compression. Curnutt's approaches are usually different.

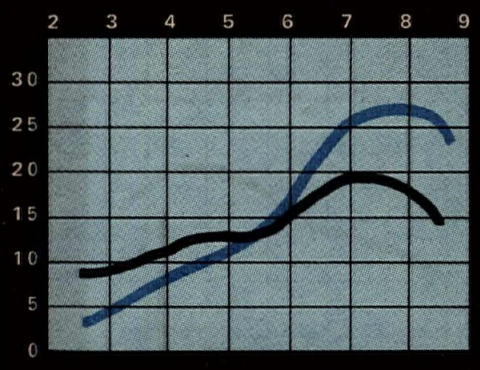
BOLT-UP OPERATIONS
(Just like it always says in the ads)

We're always suspicious of anything that is supposed to "bolt right on" and with good reason. Too many "bolt-up" accessories we've had the misfortune to be exposed to actually require a well-equipped machine shop to install. It's a pleasure to report that all the shocks we received for the RM really did bolt right on, with the following provisions.

S&W: These dampers have an eye composed of a complete metal strap circle welded to the shock body and end of the rod. Construction was reasonably strong. Welds were made all around the contact surface of the eyes. The rubber supporting the standard size bushing distorted rather badly on the S&Ws, getting squished nearly metal to metal on one side. The eye requires a bushing to size it down to RM bolt size (8mm) and two washers per eye to space the shock correctly in the mounting bracket. Necessary bits of hardware are included with the shock. It becomes apparent that manufacturing dollars have been saved by using standardized components on the freon bag dampers.

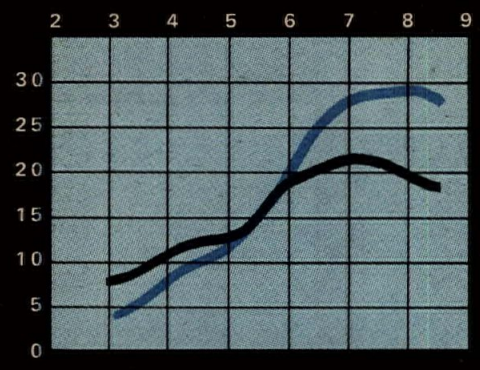
Fox Shox: The shock eye is heavy gauge steel bent into a full circle which is welded to the shock body on two sides. The rubber bushing in the Fox eye seemed to be a harder compound and held up better than the S&W. Frankly, the welds are just fair to poor. Fox Shox come with accompanying metal bushings to sleeve down the eye to fit. No spacer washers are required though they're provided in the accompanying package.

IOSE MONTESA.



HONDA CR250

HORSEPOWER: 27.22 @ 7500 RPM
TORQUE: 19.79 @ 7000 RPM



MONTESA CAPPRA 250

HORSEPOWER: 29.51 @ 8000 RPM
TORQUE: 21.30 @ 7000 RPM

HAKAN ANDERSSON

1973 World Champion, Hakan is successfully campaigning the '76 Grand Prixs on his Montesa Cappra 250.

uldn't it be your choice, too?

agazine, from the May '76 (Yamaha, Suzuki, Kawasaki and Honda 1976 models) and May '75 (Montesa 1975 model) issues.

S ALSO AVAILABLE.

Curnutt: The shock eye is sized exactly for the bike it's to be mounted on. Unique-two-piece metal covers carry the bolt and in turn ride on inner rubber mounts. They are press-fitted into the outer steel eye with rubber 0-rings. Welding of the eye to the shaft and shock body was really excellent — smooth throughout 360 degrees. Curnutts were the best slip-in fit of all the shocks, possibly because they were the only ones with a true 15.25 inch eye-to-eye length as called for in Suzuki specs.

Works Performance: The eye is actually cast into the shock body and shock shaft cap. It is the best-looking of them all and, from what we can tell, the integral construction makes it very strong. A metal inner bushing sized to fit the bike exactly is suspended in a clear, soft plastic. There was no distortion experienced. Detail workmanship was impressive.

Boge/Mulholland: The shock eye is a piece of metal strap bent into a circle but not closed. This is welded on two sides to the shock body and the cap nut at the end of the shaft. The welds on the cap nut look puny; those on the shock body itself are much sturdier-looking. They are roughly comparable to the Fox Shox in eye construction and mounting requirements. Mulholland provides nylon bushings to sleeve down standard 12mm eyes and require one metal spacer to fit the Suzuki brackets. Also like Fox, Mulholland provides a complete little bag of bushings and washers.

Another thing that should be mentioned about all the Great American Shocks is their visual impact. As "point of purchase" sales items, they all seem stunningly effective. Wish this test were in color so you could appreciate the decorative aspects of black and yellow S&Ws, black and silver Works Performance shocks with bright blue springs, International orange Mulhollands with bold black "LTG" lettering, gray Curnutts with the famous bright red springs; and the red, white, and blue Fox Shox. If these dampers did nothing else for you, they'd make your bike look superflash.

So far, we know a little bit more about the construction of the American shocks; how much a set with springs will cost; how much they weigh (They're all within a pound of each other. By comparison, the lightest shock we know of is a Bilstein at 3.3 lbs. with spring while the standard Suzuki Kayaba is 5.9 bs. with springs.) ranging from the Curnutt at 4.1 lbs. to the Mulholland at 4.85; how pretty they are; and what is required to actually mount a set on your scooter. Before detailing the riding test, another statement seems in order.

Each of the manufacturers can and do claim that Fred Frammis, Hotshoe Extraordinary tried their shocks and now won't use anything else; they're totally convinced Brand X is best, etc. That is certainly true and, as said before, all five examples are good pieces of equipment. Only Fred Frammis didn't have the chance to ride all five types together one after another, or possibly compare them to Bilstein, Marzocchi, Girling, or Kayaba. I'm not sure if that's a disclaimer or a claim of test validity. Take it as a statement of fact.

RIDE OFF INTO THE SUNSET
(Boing, Boing)

All shocks were evaluated by an Expert and non-expert rider. We attempted to take four areas of performance into account: corners; small bumps such as whoop-de-doos or braking bumps into corners; big jumps: flat, uphill, and downhill; and overall feel which reflected the confidence, precision, or speed resulting when that shock was mounted. It would be reasonable to expect another category of some importance: resistance to fade. However, except for one puzzling condition we'll get into later, *all* of the shocks resisted fade to such an acceptable level that rating them was pointless because any difference in their performance overall was indistinguishable.

After nearly five years as a systems analyst, there developed a well-founded reservation about using quantitative data, like numbers, to describe qualitative events, like how something feels. We went ahead and used a one to five ranking in each category only because the selection of a specific number forces the tester to justify his choice or, as happened in some cases, rethink a rating he'd previously assigned. All shocks were tested on two different course which could be grossly categorized as tight and gnarly vs. fast and smooth. The latter was distinguished by some suitably challenging climbs and descents which were plenty cobby.

It may be most honest to reproduce the ratings and comments delivered by each tester immediately after each test ride before communication with the other rider (minus profanities, sweat stains, and grease smudges), then offer some conclusions arrived at in discussion after showers were taken and cold beers opened. The shocks are listed in no particular order.

As a final shot at objectivity and resolution of any differences of opinion between the skilled and less-skilled riders, a third rider (former Expert license holder) was invited to participate in testing those shocks where there was some question about their performance, either good or bad. The third set of numerical ratings assigned matched the other two so closely there was little point in printing another set of data that was, incidentally, incomplete. Opinions of all three riders on the shocks tested was consistent enough to make us think we actually *were* determining the shocks' performance more than our own riding skills . . . or lack of them.

A couple of significant conclusions can safely be drawn from the results of the Great American Shock Test. Nearly three years ago, in the Great Cycle News

This little bag is what keeps S&W's from fading by keeping them from bubbling. It's partially filled with low pressure freon.

Shock Test, we found a number of the dampers tested seriously wanting. We expressed the hope that the manufacturers would respond to the challenge of improving rear suspension. There was no doubt that all the American shock-builders have done a very fine job in accepting and meeting that challenge. There really wasn't a complete loser in the bunch, which came as a pleasant surprise. The second factor noted was that the price of rear suspension has escalated along with the performance. In late 1973, accesssory dampers cost $35-50 a set. The shocks tested this year ran from just under $90 to $120. This would seem to make it even more important that the shock you select to be the right one for you. A third factor reflected the skyrocketing rate of technological change that makes this year's hot set-up obsolete by the beginning of the next competition season. At least two of the manufacturers had developed improved models of their damper in the month it took us to complete the test. Finally, the current crop of American shocks for today's long travel suspensions apparently do last. They don't have to be rebuilt between races or junked for a new set. In the short term, this means you get the performance you paid for while you're racing and in the long run, probably see an actual saving in dollars.

Mulholland LTG w/112 lb/in spring

	OVERALL	CORNERS	JUMP	BUMPS
EXPERT	4	4.5	4	4
AMATEUR	3	4.	3	3

Chattered in small braking bumps, but no bad bounce slowing over big whoops. Got very hot; were using all of the shock travel. Good feel in cornering, doesn't give the impression of a loose swingarm.
The first lap or two, a very impressive damper, then actually seem to fade. After 6-8 laps, they don't seem to work as well. Quite a bit of wheel hop over little bumps and decelerating into corners. Maybe good for the "weekend rider."

Curnutt w/60/90 lb/in spring

	OVERALL	CORNERS	JUMP	BUMPS
EXPERT	4	4	5	3
AMATEUR	3.5	4	3	3

Brake well on smoother ground, no hop except in big bumps then lots of hop when changing speeds. Gripped the ground better when warm. Really good in corners. Seems like the swingarm is loose sometimes so the rear wheel doesn't go where you want it exactly. Level out nicely over big jumps but doesn't give as much confidence over rough stuff as some other shocks.
Both riders had their feet bounced off the pegs when suspension was fully compressed. Can't tell where the rear end is with any precision. Bounced around on bumpy uphill — much like Fox Shox in feel. Action was stable, though.

Works Performance w/110 lb. springs

	OVERALL	CORNERS	JUMP	BUMPS
EXPERT	5	4	5	5
AMATEUR	4.5	5	4	4

Spring a little stiff but the shocks have more damping all around than others. Can drive out of a corner twice as hard. Absorbs the torque of the motorcycle chassis in cornering. Better than most in damping out the little bumps.
Excellent cornering. These shocks make a big difference in corners but still not perfect over straightline bumps. A little hard on big jumps. Very nice damping. Not too bad a rebound from the big jump, but some noticed.

S&W Shocks w/75 lb. springs

	OVERALL	CORNERS	JUMP	BUMPS
EXPERT	4	4	5	4
AMATEUR	4	5	4	3

Very precise cornering; good rear end feedback to rider. Fatiguing in their firm action over bumps but rear wheel stays on ground so control is good. Above average over big jump. Whole feel of the shock is very positive but not very cushy. Lighter spring (75 lb/in) don't make the shock work as hard. Good control over big jumps. Fairly stiff in bumps.

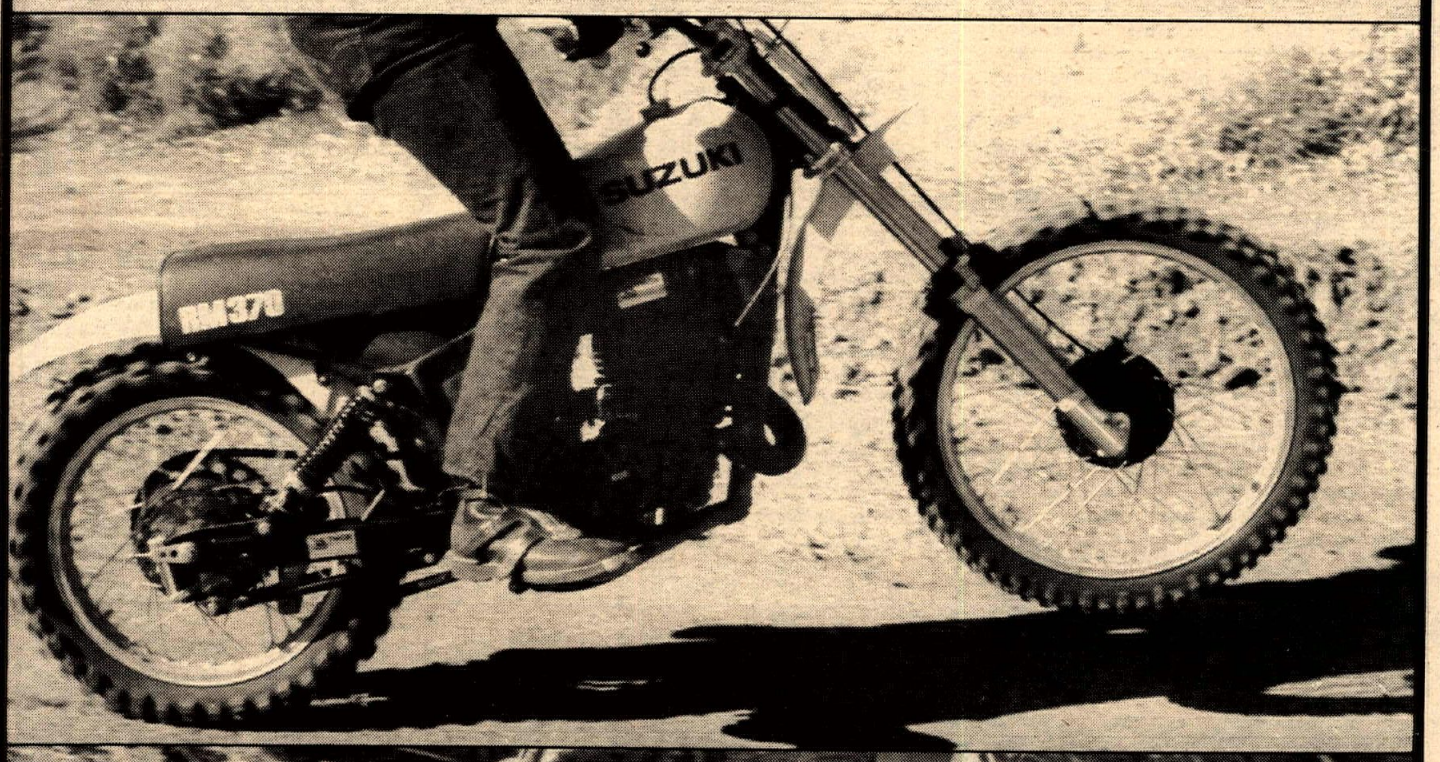
Fox Shox w/83/195 springs

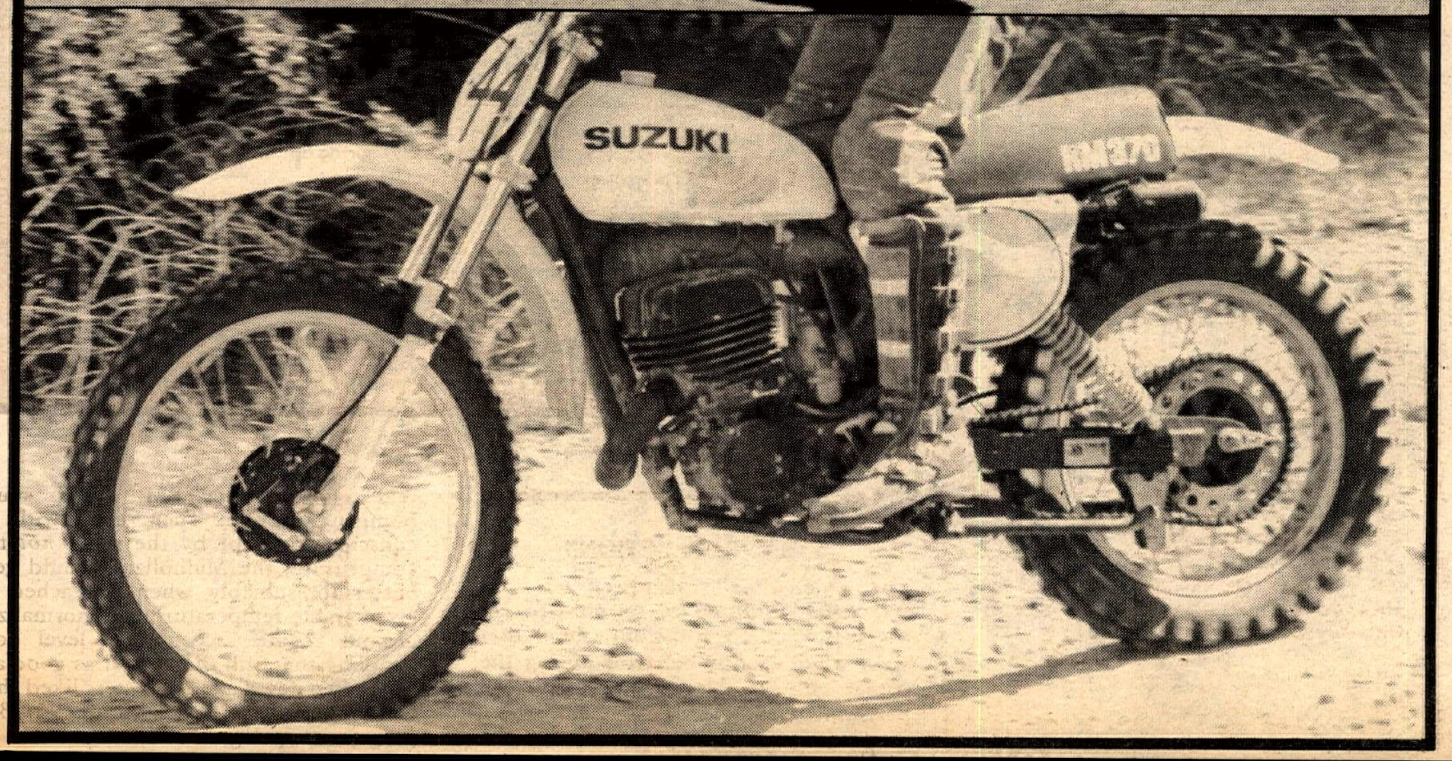
	OVERALL	CORNERS	JUMP	BUMPS
EXPERT	3.5	3.5	4	4
AMATEUR	3.5	4	5	3

Need a bump or two to get working and pumped up. Usually going pretty good by the first corner. Don't seem to have excessive spring but lack top end damping. A little too choppy around corners.
Not as satisfactory as hoped over little bumps; excellent in landing and rebound from big jumps. Told you where the rear end was but not as precisely as S&W. Maybe a little softer in feel all the way around. Hopped on corners so the rear end wanted to step out a bit, but OK. A comfortable shock with low rider fatigue even while bouncing around on the little bumps.

FINAL REFLECTIONS

The Mulholland damper left us somewhat confused as to what to say about it since it was the only shock that seemed to change behavior during the course of a ride. Starting off, it performed very well then, after a while, it would seem to deteriorate and the rear end of the RM would start bouncing around. Then, even with a conscious attempt by the riders *not* to compensate, the Mulholland would get better (presumably when it reached a given stable temperature) and normalize around some acceptable level of handling that still didn't feel as good as those first few laps. All testers liked the handling better with the 94/138 progressive spring.





(Top) Works Performance shocks handled the rear wheel traction chores on small bumps with control and comfort — also a gear higher. (Middle) The S&W shocks never bottom over the high speed sky shot jump, while offering over eight inches of travel. Bottom) Mulhollands felt great for awhile, then start to let the rear end bounce and lost traction.

The Curnutts were one of three sets we actually had an opportunity to race with, which was outside the bounds of the test itself. Time prevented us from competing for a weekend on all of the dampers. The impression after racing was very favorable. There was no changed in behavior from second lap to last. They are greatly improved over the Curnutt shocks of even a year ago and may well suit a wider spectrum of riders. There was better feel in the corners even as the rear end bounced around more at lower speeds in whoop-de-doos. The only shared reservation about Curnutt shocks is the feeling that you don't know where the rear end is all the time or exactly what it will do next. It turns out not to do anything bad but there is a slight fault in positive feedback. You can, however, sit down over bumps on Curnutts that would absolutely require a rider to be on the pegs with other shocks.

All riders agreed that they liked the all-around ride on the Works Performance shocks best. The rear wheel stayed on the ground and, on bumpy uphills, provded that extra degree of traction that allowed everybody to take it a gear higher. There was no detectable compromise between big bump damping and small bump damping. All three riders felt that a softer spring or, perhaps, a progressive spring would improve their feel even more. (A 110 lb/in spring was fitted for the test.) One factory very much in favor of the WP shocks was the feeling of confidence they gave the rider at all speeds. One tester summed up his feelings about Works Performance shocks: "When you don't feel anything is when they're right. You don't feel anything."

Fox Shox worked incredibly well landing from big jumps or in other usage that forced the heavy spring and very firm rebound damping jet into action. Over smaller bumps and accelerating out of corners at speeds achieved on an RM in second and third gear they were frankly disappointing. What we think may be happening is that the rebound damping jet isn't as effective at pressures developed by small bumps while the very stiff 185 lb/in spring in the split spring set-up makes the rear end hop more than it would with a single milder rated spring in a constant wind. One immediate rebuttal is that we weren't pros and weren't riding them hard enough but you should remember that everybody who races motocross has to decelerate to near zero speed to make some hairpin corners and that top speed in second and third gears is the same for everybody during acceleration out of corners. Damping needs to be more progressive.

Some riders might find S&W freon bag shocks too harsh. We found them very positive in feel with any firmness in damping compensated for by the soft ride on light 70 or 75 lb/in S&W springs. The relatively very low spring rate seems to work, as we could never really bottom them over the jumps. Rebound control was good from the standpoint of knowing exactly when to get on the throttle and keep the RM driving straight ahead. Cornering control still seemed to be the strong point of S&Ws. This was another set of shocks we raced on with no apparent fade but they seemed to be more fatiguing than the Curnutts and slightly less than the Fox Shox under race conditions, allowing for approximately the same physical shape of rider, including hours of sleep before the race, etc. Certainly, at $86.50, they have price going for them in the current market.

A couple of years ago, we could easily point out areas for improvement in rear suspension units and accurately predict the trend. With this current batch, it was much more difficult to do even with increased performance demands on the shocks and a heightened sense in all motocrossers of what makes for good suspension. Actually, the current step to nine inches of fade-resistant suspension travel was one we could see coming but that approach has just about reached its physical and structural limits. The suspension questions remaining still beg a real answer. Where do we go from here?

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SPEEDWAY WEEK

By Dennis Greene and Rex Reese

Ventura, California
May 4, 1976

A bad week for Sharks; a rough night for team captain Sonny Nutter! Not only did he suffer the agony of defeat, but deankles as well. Sonny slammed into the cement crash wall on the front straightaway, hitting on his back side but his legs swung into the wall, badly bruising his ankles. He was unable to get out of bed the next day for his team's match against the Sizzlers of San Bernardino.

The Sharks had the points lead twice and tied the score up seven times, but the Bandits held them up four times with Dubb Ferrell turning in high total of 14 points for the night. His team captain, Jeff Sexton was second overall with 12 points.

There was only a two point spread going into the last event. The Bandits pulled off a clean sweep getting first and second for five points, making it 42 to the Sharks' 36.

San Bernardino, California
May 5, 1976

Tonight seemed like a sick night for racing. Early drizzle and rain had not only cut into the crowd attendance, but also changed the personality of the track from cushy to a harder and bumpier surface that would develop grooves and holes during the evening. Also, the hurts had taken manpower out of the Sharks as Sonny Nutter was still down and Danny Becker's stomach went berserk on him from food poisoning. Jan Ballard filled in for Sonny and Dave Sims was back on the roster after being out for two weeks with a cracked ankle. San Bernardino's Sizzlers on the other hand were strong, further bolstered by Dennis Sigalos in his first team ride.

An upset was still possible as the high point men of both teams were placed in the final. The start made it look as if the Sharks would win as Fishback plowed into the second turn wall, leaving Mark Cherry to defend Berdoo's honor against Scott Sivadge and Randy Marsh. Sivadge led, but Cherry popped into second which was all it took for the Sizzlers to beat the Sharks by two points (40 to 38).

Ron Preston, for the second week in a row, held back Jim Fishback in the Handicap Main. Despite his usually suicidal style, Fishback just couldn't get past Preston.

Is team speedway a contact sport? Ventura's Dean York and Sizzler Mark Cherry express two

Irwindale, California
May 6, 1976

It was bad news for the Sizzlers as Mike Bast rolled to a three point win in the first heat. That's expected. But unexpectedly, Jim Fishback, who usually eats everybody alive on the track, suffered the ultimate embarrassment during the fourth team event when teammate Bill Meister slid out in the last turn on the last lap, causing Jim to trip and fall as he cruised by, much to the sadistic delight of the Irwindale fans. Jim later regained some lost face during the 11th event by pressuring Sprocket Bruce Penhall into a crash to take a first.

The damage had been done halfway through the team races as San Bernardino failed to catch up with Irwindale. So great was the points spread, that by the final (Irwindale 47 to San Bernardino's 25) whatever happened next would be anticlimactic. And it was as Irwindale captain Mike Bast finished an almost perfect night for his team with another win, followed by Bruce Penhall who covered for him. Final score was 52 to 26, the biggest point spread yet.

Gene Woods looked like he had it all together in the Handicap Consolation as he led the pack, showing the traits that come from a championship family. But what's this?! Jim Fishback had worked himself up through the heavy traffic from the 40 yard line to creep up behind Woods. Just as Gene rounded the last turn on the last lap on his way to a sure win, Fishback took the inside line and jumped ahead.

In the Handicap Main, Marshall Pugh took a short early lead, but too many errors put him dead last as Bruce Penhall and Fred Sidner moved in to take over.

U.S. Champ Mike Bast strikes a "Where'd they all go?" pose.

PHOTOS BY DENNIS GREENE

Costa Mesa, California
May 7, 1976

Mike Bast, the current U.S. National Speedway Champ and three time holder of that title, brought his team, the Los Angeles Sprockets, to Orange County to meet the Eagles and their team captain, the only other rider in the nation to hold Speedway's highest honor three times, Rick Woods. Four times in 13 events, Mike Bast beat Woods, including the high point man final race. Woods, however, did a fine job of team racing all night as evidenced by his team's victory over the Sprockets.

Woods has made several major changes on his team. Eddie Reeves, one of the riders from England, has been moved from a reserve spot to full-time teammate of Alan Christian. Jan Ballard, mentioned earlier is now on the Eagles' team.

The first team event of the night ended in a controversy when Steve Columbo of the Sprockets was black flagged off the track. Steve had made contact with Eddie Reeves; Reeves' right foot peg had gone into the rear wheel of Columbo's bike, tearing out a dozen or so spokes and making the tire go flat. Columbo kept on going as his rear wheel wobbled all over the place, spokes were being shot out like little

kinds of total commitment.

spears. For his own safety and that of the other riders he was stopped short of his victory.

Mike Bast won that event for three points, Mike Muntean took second and two points and his teammate, Rick Woods, got one point for third. So the score was tied up at three points each. Six more times the score was tied, three times the Sprockets had the points lead and the score was all tied up at the end of 11 events. The Eagles won the next event by two points. The 13th and final event saw the two team captains square off along with Alan Christian and Bruce Penhall.

Mike Bast won the event, giving him a perfect score for the night of 15 points. His teammate, Bruce Penhall finished out of the money adding no points, with Woods getting second for two points and Alan Christian picking up one point for his third place finish. With the two point lead going into that event, the high-flying Eagles won the match 40 to 38.

Steve Columbo turned his misfortune to gold in the second half of the program, winning the Handicap Main over both Bast and Woods. Mike Muntean took second. ●

Larry (The Voice of Speedway) Huffman struck speechless? Dare we believe it?

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NORTHERN DATELINE

Off the LeMans start, eager racers dust up the Mammoth Lakes scenery. Inset: Larry Roeseler, unmasked in the winner's circle, manages a dirty grin.

Roeseler romps Mammoth

By Jon Marshall

MAMMOTH LAKES, CAL., MAY 2
The weather in the Sierras is always unpredictable, so putting on a motorcycle race in early spring is sometimes risky. In Mammoth Lakes last week, a warm breezy day was the setting for the third annual Mammoth Grand Prix. Riders, spectators, weather and organization came together as the shotgun went off at Shady Rest Park to start the race.

The Mammoth Grand Prix is a 200 mile race which consists of ten 20-mile laps. The course is laid out on logging roads which twist through pines and sagebrush with a 2000 ft. difference in elevation at various points. The dirt is powdery pumice which will take virtually no water when dry underneath so the race is held as soon as snow melt permits. Even so, a loader was used to cut through the snow banks at higher elevations, while water trucks worked on the lower portions of the course.

In the Expert class, Chris Carter on a Yamaha 400 jumped out to an early lead with Larry Roeseler on a Husky 250 coming up in the second lap into second place. Dave Lapraick on a Can-Am 250 and Bruce Jones on a KTM 250 fought it out for third and fourth place, until the fifth lap when things began to change. Roeseler began moving up on Carter, cutting his one-minute lead. Roeseler, being the desert hand that he is, never let up, catching Carter on the sixth lap.

Lapraick was forced out of contention on the fifth lap with a flat and Richard Buttner on a Husky 400 came up to take on the fight with Bruce Jones for third place. Buttner passed him in the sixth lap and stayed. Fifth place was a surprise, Wes Norton on a Yamaha 125! On a course averaging 50 mph with at least five miles of straightaway.

Robert Haynes on a Yamaha 400 ran a steady race in the Junior class, taking over first place on the second lap and keeping it. Bob Gribben on a Yamaha 400 and James Davenport on a Yamaha 250 jockeyed back and forth for six laps until Gribben was forced out in the seventh with ignition problems. Davenport finished an easy second. Riding a Honda 125, Dennis Vetter moved from sixth place in the fifth lap, into third by the seventh lap which he held until the finish. Latecomers, Greg Newland on a Can-Am 250 and Dennis Silacci riding a Suzuki 370, held fourth and fifth respectively for the last three laps.

The trophy presentation was spiced up with contingency prizes donated by AMCO Products and there were no disgruntled riders complaining that they should have had a trophy.

The Mammoth GP was almost stopped this year by the local Forest Service which has jurisdiction over the forest in which it is run. They refused the permit for this year's race with no concrete reasons for the denial. After receiving letters and phone calls of protest from local and out-of-town businesses and residents, they were forced to reconsider. This year's victory does not mean the war is won. Next year's race is still in jeopardy. Letters in support of the Grand Prix are desperately needed. All you folks who ride and care about the future of dirt riding, send your letters to: ●

Everett Towle
Forest Supervisor
2957 Birch Street
Bishop, CA 93514

Babcock Memorial HSMX

By Sue Sykes

PUYALLUP, WASH., APRIL 25
Two hundred riders wore their high school colors and rallied for their team members for a day of HSMX racing on Puyallup's Trans AMA course.

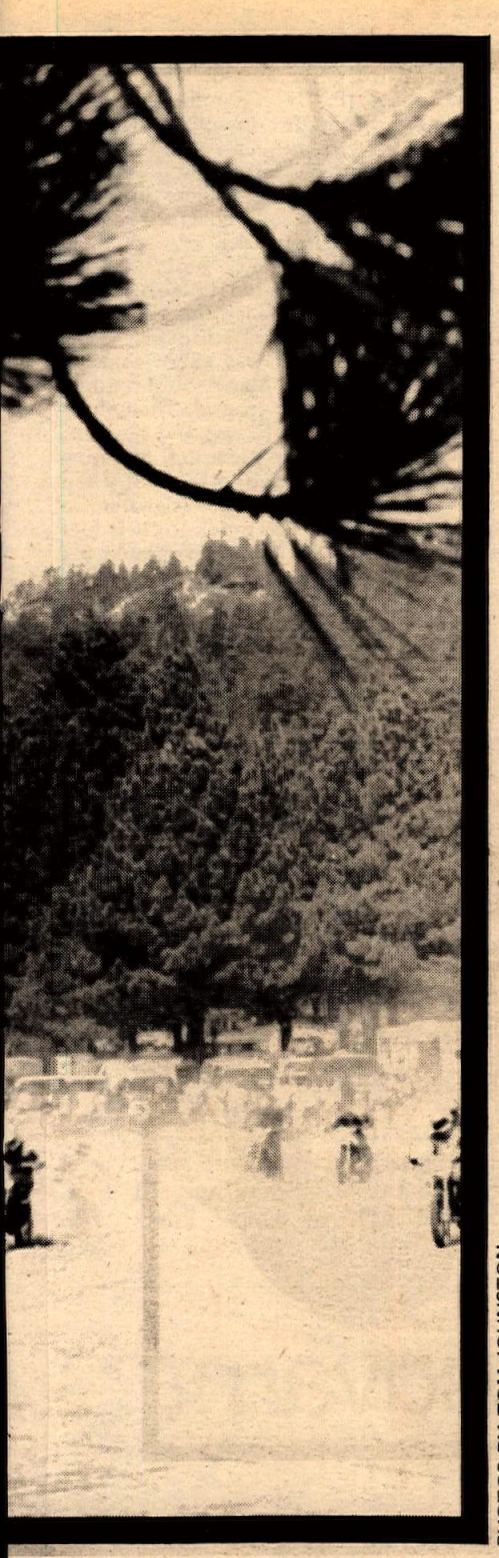
A win in the Open C by Kevin Peterson, Juanita High and a second overall for Jay Anderson, Timberline, in the last race of the day jumped the final team scores into a three way tie which also included Lindberg High School. The High School Trophy was placed at Juanita High School – Kirkland, Washington, as they scored the most wins for the day.

125 Pro Marvin Sykes (Curtis High, Tacoma), 250 Dave LaPierre of Naches High, and Open Tom Peterson of Juanita called the shots in the money classes to pick up the checks and wins for their teams. ●

Easter cash for McKenna, Leet and Magoo

By Sallee Hilton

DIXON, CAL., APRIL 18
Easter Sunday brought out all the really hard core MX addicts to race and play egg games at Argyll Park with B.O.S.S. MX hosting. The intermission "egg race" was made more interesting to the spectators by



PHOTOS BY TOM JOHNSTON

the heavy watering of the track which took place just before. Each of the 20 entrants had two eggs (yes, raw) taped to the seat of his bike. The object was to be first to finish a moto with eggs intact, and on the super slippery track, bikes sliding sideways and going out of control there were quite a number of slippery seats. The big winner was Magoo, who never sits down anyway!

The down to business racing in the 125 Expert class also saw Magoo (Dan Chandler) winning both motos. He led every lap, but Don Cantaloupi (Nog) was becoming somewhat of a threat in the first moto before his hub broke with three laps to go. He did however finish the race, in third place with Eric McKenna (Hon) taking second. In the second moto, Magoo again led every lap, with Renny Bruns (Suz) and McKenna dicing for second. Bruns didn't make the finish, and again McKenna cashed in

Magoo also won the first round of the 250 class after taking over the lead from Larry Rippenkroeger (Kaw). McKenna, on a Husky for this one, took after Rippenkroeger, who held him off until the end of the last lap when McKenna dove under for a second. The second moto, Rippenkroeger again got the hole shot, and again was overtaken by Magoo. This time he regained the lead when Magoo crashed, going back to last place, but it didn't last. He spun out letting McKenna, Ernie Sullivan (Kaw) and Bill Roush (Yam) by. ●

Results in Results Section.

Future stars shine at Lodi

By Ann Carr

LODI, CAL., APRIL 24

Billy Arbogast (Yam) of Stockton, who has blossomed into a real competitor, held off Fred Merkel and Tony Deatherage for ten tough laps over the slippery 1/8-mile course. Wheel to wheel over the distance, one mistake could have cost Billy not only a first but a trophy spot as other vultures behind were waiting for an error that never happened. Merkel finished second; Tony, third.

"Plate" riders were aced out completely in the 360 event where Modesto's Mitch Davidson, Fremont's Dan Castellano, and Redding's Robert Hill held steady for nine laps. Davidson's conservative line forced Hill into an attempted underneath pass on the last corner. The slight bump cost Mitch some traction and Dan took the win on the outside.

Novices and Juniors also exhibited talent tonight on a difficult track dried by 30 mph winds. Lodi's Fred Winters captured both the 100 and 200 Novice Mains. Fred is a former Mini Expert.

Scrambles Juniors James Green and Gary Gallagher showed fine adaptations to short track as they dueled for eight laps with Gary's Jorgy Can-Am leading most of the way. Green scooted by near the race's end for the win. ●

Results in Results Section.

Faria Bros. take it all

By W.H. Spencer

FREMONT, CAL., APRIL 21

Mike and Dave Faria brought back a family act reminiscent of 10-12 years ago with a win apiece in the 250 and 360 Expert Mains, respectively. Both Mains went 15 laps and were tremendous races. In the 250 Rusty Davis led most of the time but in a furious battle with Mike and Kevin French. Faria took the checkered but it was a bittersweet win, as Davis had defeated Faria in a special Kenyon-sponsored match race earlier.

Brother Dave had his hands full with Chuck Miller but pulled out all stops to take his win, as Errol Longboya took third on a 350 XL.

The special match is a series of 15 events pitting 16 riders in brackets, two at a time, in quest of $500 for the winner. Davis and Faria couldn't have been a better match for the first night. Mike and Rusty had a tooth and nail banger for five laps. Next week, Chris Paulson will take on Rick Delacy, if Rick can ride. During the 250 Main, Rick collided with Scott Fleshman and Manual Datan, suffering extensive bruises in the lower back. Nothing broken but hurt city.

Enough 250 Novices were on hand to make for two divisions and Steve Oort took the "A" over Keith Pechar (who now makes the Junior ranks) while Rocky the Flying Squirrel Robinson took the "B" over Jeff Atkins and Jay Ralston.

Ken Robicheaux would appear to be the new hot and coming Junior, taking the 250 Junior win and a third 125 in very spirited competition. The same held true for Bill Wainscott in the 360 Junior over perennial second Greg Ragan. ●

Results in Results Section.

$500 Day at Madera

By Duane Garrett

MADERA LAKES, CAL., APRIL 18

A $500.00 purse was the prize for CMC Central Pros today, and a new XR-75 Honda was also given

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NORTHERN DATELINE

away in a raffle. This bike was paid for from the proceeds of the especially prepared hamburgers of Jack Autrand.

Tim Worth (Hon) was riding in fine form today, winning both motos of the 125 Pros. Worth's only challenge of the day came from John Rogers (Yam) in the first moto. Everyone was expecting a hot dice between Worth and Rogers in the second moto, but due to an early fall, Rogers could only manage a second overall.

Dennis Brand (Suz) was off the line first in the 250 Pro heat, but low-sided before the end of the first lap. Milan Garrett (Mon) moved up from a poor start to win the moto. The second moto, once again it was Brand off the line first, this time going wire to wire. Garrett again got a poor start and was just able to finish second by the end of the race. Garrett finished the day first overall due to Brand's poor finish in the first moto.

Johnny Franklin (Mai) was the winner of the first moto of Open Pros but a disappointing sixth place in the second moto gave the overall to Parry Klassen (C-A). Carl Nelson (Suz) finished second overall with a 3-2 performance. •

Results in Results Section.

Ely ends Garrison's reign

By Cosmic Cat & Co.

BAKERSFIELD, CAL., APRIL 25

It's been many a moon since Tulare's Mike Garrison has lost a mini Expert Main in District 35 competition. But today, Rob Ely (Yam), on his home turf at Sprockets Park, did the job convincingly, leading from the first turn of the combined Junior-Expert Main, followed by Robert Land (Yam), Mike Wesson (Yam), and Garrison. With Ely expanding his lead, Land fell victim to Wesson in the first turn of lap two and Garrison got by in the right-hander. Wesson and Garrison diced for second through laps three and four, but Garrison took charge for keeps exiting the right-hander of lap four. Meanwhile Ely had built up a comfortable ten-bike-length cushion.

Brad Helton (Yam) led the 175-200cc combined Main through the right-hander and it was there that he collided with David Marrs (Suz) sending both of them to the ground. Then along came Rodger Lady (Yam) and he went down also. Alot of moaning, groaning and rolling around took place but when the red flag came out (signaling a restart) everyone was quick to their feet and picking up the machinery (amazing how flattrackers heal so quickly!). After the restart it was all Helton and Marrs and when the checkers fell, Helton had maintained his lead.

Turn three got a lot of action when the 360-500 Novices hit the track. First, James Crisp (Suz) took the lead from Jim Rockwell (Yam) in that turn. But on lap four, Crisp went down there, giving Rockwell back the lead. This moved Jim Edwards (Suz) into second but on the last lap Edwards went down in turn three giving second to Carl Casanova. Rockwell won and Edwards managed to get up in time for third. •

Results in Results Section.

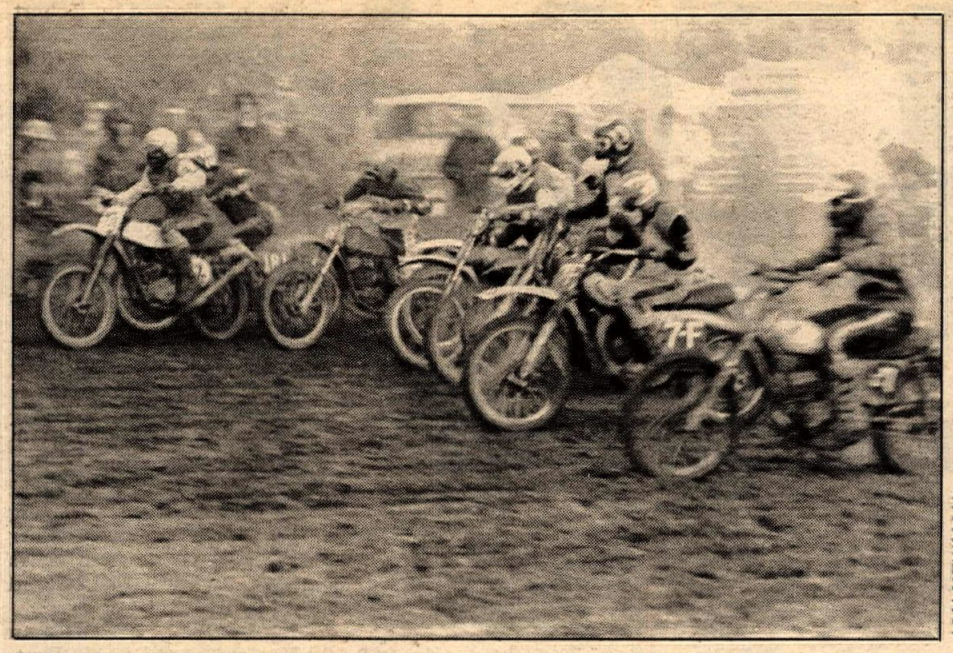
Benson bags the brass

By Jan Newman

PORTLAND, ORE., APRIL 17

Portland International Raceways hosted the second annual All High School MX at Delta Park with absolutely no cooperation from

The Helton (112)-Marrs (49) duel hookin' through the Tulare infield.



JAN NEWMAN

"Ray, rah, ree, kick 'em in the knee . . ."
Hustling HSMXers re-invent the scrimmage line.

the weather man. The rains left their mark on the track in the form of strange whoops and bumps in some unexpected places. One such bump going into the final turn sent a good many riders flying headlong into the berm still searching for lost footpegs, seats or any other body contact with their bikes.

Portland's Benson High was the winner of the hugh trophy but David Douglas High was breathing right down their necks all the way. Roosevelt High (last year's winner) came in third.

Helping Benson's effort were David Idzerda and Michael Sayre in the 100 Jr. David took both motos and Mike had a 4-2 record for third. Pete Griessmann was out front all the way in the 125 Jr "C" division and Kriss Ovall followed him in second. Sayre came back to add points with a 250 Beginner win in the "B" division.

Keith Berke brought David Douglas their first win in the 125 Jr "B" division. Jace Craun came in first and third to lead the 125 Intermediate, while Mike Tomasini added a first in the Open Intermediate.

Roosevelt took first place points via Randy Crouchley (250 Jr), Bill Holtman (Open Jr) and Steve Small with a hard fought win in the 125 Pros.

Points for the schools were awarded to the overall finishes in each class with first place getting 600. Only the best six finishes are used in computing the final tally. This year's 47 high schools were represented, some by only one or two riders.

One thing that was made painfully clear in the Beginner classes is the need for some sort of minimal instruction for riders before they venture out into competition. Most apparently feel the front brake is to be reserved for a time when the rear brake is gone and they'd never believe you if you advised them to gas it when the tail starts wagging through a rough section. It's scary! •

Results in Results Section.

Fremont scrambles opener

By W.H. Spencer

FREMONT, CAL., APRIL 18

John Tavis, Dan Castelhano and Jeff Eide took home the big Expert brass opening night. The new management under International Raceway Parks is interested in keeping scrambles-type competition alive and plans are under way for a summer Saturday night series.

Tavis appeared very smooth in his domination of the 650 Expert class with classic feet up slides and power-on corner shots with Duane Spence recovering from a poor start to finish in front of hard-charging Bob Masters.

Dan Castelhano had a tremendous battle with Matt Carothers in the 500 Expert pitting the usual domination of the 360 two stroke against the newson of Thumper. The new classes had three different styles of Yamahas in the top four.

The 250 Expert go was a real show with Dennis Spence doing most of the leading until the last two laps. Entering the infield, Dennis seized the Can-Am just as his dad Duane grabbed second. The two were so close that Duane collided and knocked them both off. Jeff Eide had it his own way from there with Kim Jorgensen catching but unable to pass.

Jerry Kennedy took enough time out as starter to win both the heat and main of the 360 Novice while Dave Reibin was doing the chasing. Bobby Robicheaux had a good battle with Bill Wainscott over the 500 Jr. while brother Ken Robicheaux beat out Tony Adragna and Dallas Davis in the usually close 125 Jr/Ex combined event.

Minibikers are still finding Doug Chandler the man to beat. Doug won the 80 class hands down and was leading the 100 when the motor quit. This gave the win to Teddy Cabral. •

Last rough one at Oakdale

By Ann Carr

OAKDALE, CAL., APRIL 25

Pioneer Arena closed out its rough scrambles season today with 130 riders attending. Fierce winds made a slippery, dry course in spite of frequent track preparation.

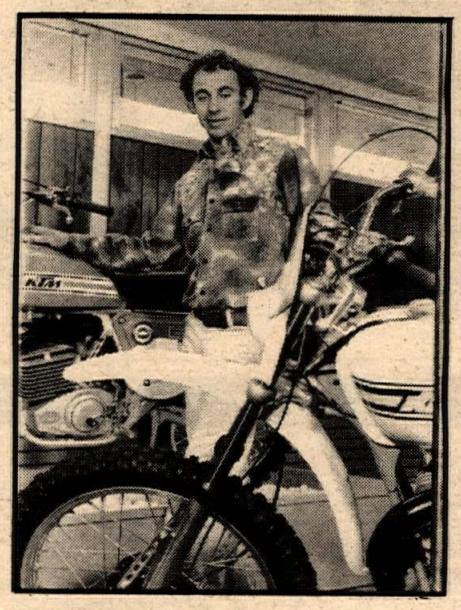
Father/son combination Denny Nugent (Open Novice) and Scott Nugent (80 Junior) took home identical firsts in their respective events. Denny's win was his first since cleaning out the fence along the concession turn while Scott continues to charge in his class.

Other action featured a near Honda sweep in the 125 Novice Main as Joe Tomao outlasted a charging Richard Arnaiz. Richard sailed from fourth to second in a very aggressive ride, passing up Chet Armstrong and Tim Ishida.

Expert events suffered today from getoffs as Francis Lopes broke an arm and Bill Cherry cracked some ribs in the heats. Mini 100 men turned in the best rides as John Rabideau's class "C" traction proved to be a good choice. John led the Main for seven laps, succumbed to Terry Lewis's Suzuki on lap eight, and gave in to friend Shawn Callahan on the white flag lap. All three boys showed true Expert class in a close, elbow to elbow event. •

Results in Results Section.

"Why am I a KTM dealer? I rode it."



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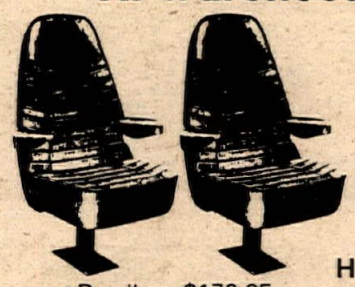

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RESULTS

D-36 ST
Lodi, Calif.
April 24, 1976
By Ann Carr

MINIS	
OPEN EX	
Doug Chandler	Hod
Tracy Hays	Yam
Fred Merkel	Yam
OPEN JR	
Marvin Lewis	Yam
John Woods	Yam
OPEN NOV	
Richard Richichi	Yam
Brad Summers	Yam
80 EX	
Bill Arbogast	Yam
Fred Merkel	Hon
Tony Deatherage	Yam
80 JR	
Adam Sabedra	Yam
Mark Andris	Hon
80 NOV	
Aaron Hill	Hon
Gary Blodgett	Yam
MAXIS	
360 EX	
Dan Castellano	Yam
Mitch Davidson	Kaw
Robert Hill	Yam
360 JR	
Bill Wheat	Yam
Dennis Kritzer	Hon
360 NOV	
Brian Sanders	Bul
Chris Grellman	Bul
250 EX	
Rusty Davis	Yam
Ken Jackson	Bul
Carl Yerby	Hon
250 JR	
James Green	Yam
Gary Gallagher	CA
Larry Nerison	Oss
250 NOV	
Darrell Thompson	Gri
Mike Merck	Hon
Leonard Lumley	CA
200 NOV	
Fred Winters	Hon
Pat Carey	Yam
125 JR	
Steve Alberti	Hon
125 NOV	
Jim Hawks	Suz
David Busby	Yam
Bruce Sanders	Yam
100 NOV	
Fred Winters	Hon
Allen Emmons	Yam

Norcal MX
Dixon, Calif.
April 25, 1976

MINI	
Bill Johnson	Yam
Chris Gomez	Hon
Gary Stuthers	Hon
MINI EX	
Rick Delong	Yam
Mike Menez	Mai
100 JR	
Randy Alvarado	Suz
Danny Rerney	Suz
Joe Williams	Suz
125 JR DIV I	
Danny Dennis	Hon
Terry Doanhew	Suz
Nick Casheros	Suz
125 JR DIV II	
Dale Pirlo	Yam
Jeff Gray	Hon
Danny Johnson	Yam
125 JR DIV III	
Mark Forstin	Yam
Rick Stadtmiller	Yam
Mark Christman	Suz
125 INT DIV I	
Don Ferraro	Hon
Dave Waxham	Suz
Steve Severos	
125 INT DIV II	
Randy Denton	Yam
Bob Schoreen	Hon
Mitch Lenz	Hon
250 JR DIV I	
Curt Pelaumer	Suz
Mike Elrick	Suz
John Lupo	Suz
250 JR DIV II	
Dennis Canevari	HS
Terry Busco	Suz
Craig Rubenstein	Hus
250 INT	
Wayne Archer	Yam
Tonn Denton	Yam
Harold Hutson	Hus
OPEN JR	
Mickey Smith	Suz
Jay Hickey	Suz
Tom Priese	Mai
OLD TIMERS	
Jack Lewis	Bul
Manny Simas	Mai
Larry Worth	Hon
VETS	
Bob Collins	Mai
Bob Marss	Suz
John Silva	Bul
WOMENS DIV	
Nasty Nan	Hon
Jan Parker	Hon
Earlene Trier	Hon
125 PRO	
Danny Chandler	KTM
Dave Coupe	Yam
Phil Crane	Suz
250 PRO	
Mike Hersman	Hus
Bob Grossi	KTM
Ron Junkert	Suz
OPEN PRO	
Ken Sisker	Mai
Steve Grewer	Suz
Mike Gates	Yam

Goerge Babcock MX
Puyallup, Wash.
April 25, 1976
By Sue Sykes

TEAM SCORES	
Juanita HS	1700
Timberline HS	1700
Lindberg HS	1700
Curtis HS	1500
Puyallup HS	1300
Foss HS	1200
MINI A	
Mike Felt	Yam
Todd Douglas	Hon
Mike Maguinez	Hon
MINI B	
Scott Kock	Hon
Scott Dougliss	Hon
Curt Collier	Yam
100 A	
Don Abbott	Hon
Bret Rochester	Hon
Mark Luchini	Suz
100 B	
Steve Allan	Suz
Dave Tinius	Hon
Mike Wood	Suz
100 C	
Mike Anderson	Yam
Rick McAllister	Suz
Bob Carson	Suz
125 PRO	
Marvin Sykes	Hon
Blaine Elledge	Hus
Ric Draper	Suz
125 B	
James Bowman	Hon
Jeff Anderson	Yam
Jesse Buckley	Suz
125 C	
Pete Griessmann	Suz
Chris Iles	Yam
Rich Burns	Suz
250 PRO	
Dave LaPierre	Suz
Dennis McAtee	Suz
Russ Staples	Suz
250 B	
Duane Barnes	Suz
Steve Peters	Yam
Jeff Anderson	Suz
250 C	
Brad Kimble	Suz
Scott Jensen	Mai
Mark Goff	Suz
OPEN PRO	
Tom Peterson	Yam
Lon Lewis	Bul
Chris Moritz	Bul
OPEN B	
Bryan Sessions	Yam
Jeff Odden	Yam
Floyd Chase	Hus
OPEN C	
Kevin Peterson	Kaw
Jay Anderson	Yam
Brian Fantz	Suz
Rick Phillips	C-A
Stephen Talbott	Yam

D-36 Rough Scram
Oakdale, Calif.
April 25, 1976
By Ann Carr

MINIS	
OPEN EX	
Terry Lewis	Suz
Shawn Callahan	Yam
John Rabideau	Yam
OPEN JR	
Don Kelso	Suz
Randy Rose	Suz
OPEN NOV	
Rich Richichi	Yam
Vince Ellis	Yam
80 EX	
Larry Winfield	Yam
Bill Arbogast	Yam
80 JR	
Scott Nugent	Yam
Roger Newman	Cha
80 NOV	
Jeff Jones	Yam
Bill Brazil	Yam
60 NOV EX	
Mike Wilson	Hon
Todd Beecher	Yam
Jeff Tillery	Yam
MAXIS	
100 NOV	
Steve Orozco	Yam
Tim Wallace	Suz
125 NOV	
Joe Tomao	Hon
Richard Arnaiz	Hon
Chet Armstrong	Hon
125 JR	
Mike Inderbitzen	Hon
Frank Hannah	Hon
Clint Maples	Mai
125 EX	
Don Cantaloupi	Yam
Bill Cherry	Kaw
175 NOV	
Dean Coca	KaYam
Dale Brewer	Yam
250 NOV	
Terry Huffer	Hon
Howard Moss	Hon
250 JR	
Frank Hannah	Hon
Dwayne Ellis	Yam
250 EX	
Alan McGehee	Bul
Mike Jennings	C-A
OPEN NOV	
Denny Nugent	Suz
Tony Davidson	Yam
OPEN JR	
Raivo Trubok	Yam
OPEN EX	
Don Taylor	Yam

D-36 Scrambles
Fremont, Calif.
April 16, 1976
By W.H. Spencer

60 NOV/JR	
Brad Howard	Yam
80 NOV	
Gary Blodgett	Yam
Ronnie Evans	Yam
80 JR/EX	
Doug Chandler	Yam
Adam Sabedra	Yam
100 NOV/JR	
Mike Arthur	Yam
100 EX	
Teddy Cabral	Suz
Larry Krusemann	Yam
100 NOV	
Bob Cunnington	Hod
Curt Jeffcoat	Yam
125 NOV	
Mike Fruzen	Yam
Clay Chambers	Suz
Ronnie Rohr	Yam
125 JR/EX	
Ken Robicheaux	Yam
Tony Adragna	Yam
Dallas Davis	Suz
175/200 NOV	
Bob Silva	Yam
Dave Ariki	Yam
Mike Horton	Bul
250 NOV	
Rocky Robinson	Suz
Ken Reibin	Yam
Bob McDonnell	Bul
250 JR	
Ned Cotherman	Yam
Gary Gallagher	C-A
Mark Rizzutoo	Kaw
250 EX	
Jeff Eide	Yam
Kim Jorgensen	C-A
Benny King	Yam
360 NOV	
Jerry Kennedy	Yam
Dave Reibin	Yam
500 NOV	
Randy Bereman	Yam
Bob Howle	Yam
500 JR	
Bobby Robicheaux	Yam
Bill Wainscott	Yam
Russ Pope	Yam
500 EX	
Dan Castelhano	Yam
Matt Carothers	Yam
Sal Hoffman	Yam
650 NOV	
Jim Carlisle	Yam
Tom Peterson	Tri
650 JR	
Al Ciacco	Tri
Frank Borba	Tri
650 EX	
John Tavis	Tri
Duane Spence	Tri
Bob Masters	Tri

D-36 ST
Fremont, Calif.
April 21, 1976
By W.H. Spencer

80 NOV	
Gary Blodgett	Yam
Kenny Millsap	Yam
80 JR	
Adam Sabedra	Yam
80 EX	
Doug Chandler	Yam
Tony Deatherage	Yam
100 NOV JR	
Joe Armtrout	Yam
100 EX	
Doug Chandler	Hod
Tony Deatherage	Yam
Torrey Arguello	Yam
100 NOV	
Bob Cunnington	Hod
125 NOV	
Mike Frezen	Yam
Art Anochondo	Yam
Jeff Iwanaga	Suz
125 JR	
Mickey Krusemann	Yam
Louie Mazur	Yam
Ken Robicheaux	Yam
175 NOV	
Bob Lopes	Yam
Steve Welch	Yam
200 NOV	
Mike Horton	Bul
Dale Fredrickson	Bul
250 NOV A	
Steve Oort	Yam
Keith Pechar	Bul
Matt Soldano	Bul
250 NOV B	
Rocky Robinson	Suz
Jeff Atkins	Bul
Jay Ralston	Bul
250 JR	
Ken Robicheaux	Yam
Mitch Magana	Yam
Len Castro	Yam
250 EX	
Mike Faria	Yam
Rusty Davis	Yam
Kevin French	Bul
360 NOV	
Rick Alves	Hon

TROPHY PICKUP

Each listing $1.00 per week. Send to Cycle News, Box 498, Long Beach, CA 90801.

"Desert M.C." trophy presentation will be at the Desert Baron team race May 9, 1976. "Free beer". The trophies will be brought to the desert this one time only. You or your representative should pick it up then. If not it will be available at Shell Mtr. Yamaha, 3365 Century Blvd., Lynwood, CA. (213) 638-4864. (17/3x)

Trophies for the 1976 Prospectors "Gold Rush Enduro" may be picked up at the home of Ted Peterson, 4391 Green Ave., Los Alamitos, CA 90720. Please call before pick up; call between 6:00 p.m. & 9:00 p.m. Phone 598-7480. (16/4x)

Trophies for the Sled-Rider team race of Feb. 8 may be picked up at the Sled-Rider's Benefit Race for Rodger Reed on May 16 – at De Anza Cycle Park or the next 2 desert races thereafter or phone (Gene) for home pick up. (714) 530-1827. (18/2x)

"Desert Squirrels Trophy Presentation combined with Brush Busters Trophy Presentation, Sat. night, May 22, at the Prospectors Point to Point Run, Fremont Valley dry lake. Live band & free beer! If unable to pick up trophy, call (213) 442-7562, ask for Cliff. (19/2x)

Mark Eslinger	Yam
Jeff Noia	Yam
360 JR	
Bill Wainscott	Bul
Greg Ragan	Yam
Tim West	Yam
360 EX	
Dave Faria	Yam
Chuck Miller	Yam
Errol Longboya	Hon
MATCH RACE I	
Rusty Davis	
Mike Faria	

AMC MX
Carlsbad, Calif.
May 2, 1976
By Mike Yada

500 PRO	
Jeff Foland	KTM
Gary Standridge	Mai
Chuck Maurath	MCE
250 PRO	
John Smith	Suz
Jerry Trojnar	Mai
Kevin Rodgers	Mai
125 PRO	
Jimmy Wright	Hon
Gerald Stewart	Yam
Nelson Whitehill	Yam
500 INT	
Jim Berry	Yam
Scot Thompson	Mai
Ken Feulner	Mai
250 INT	
Mike Sole	Kaw
Bob Brown	Kaw
Ken Taylor	Mai
125 INT	
Corki Moore	Suz
Bob Dameran	Yam
Malcolm McCasey	FMF
500 JR	
Charles Ball	Yam
Larry Kapp	Suz
Don L'Allier	Yam
250 JR	
Brian Hopwood	Suz
Mike Rutenachht	Bul
Bryant Drum	Suz
125 JR	
Scott Anderson	Yam
Craig Johnston	Yam
Jay Marcell	Kaw
500 BEG	
Mike Castro	Hus
Al Satterla	Yam
250 BEG	
Gregg Weaver	Kaw
Ron Tuzinsky	Hus
George Kemper	Bul
125 BEG	
Joaquin Picazo	Yam
Jim Devlin	Hon
Steve Butt	Suz
100 EX	
Jeff Ward	Hon
Mark Marriott	Hon
Dave Dickenseon	Hon
MINI EX	
Jeff Ward	Hon
Ron Arisman	Yam
Dan Trant	Yam
MINI INT	
Rich O'Brien	Yam
Phil Wilkins	Yam
Dede Cates	Yam
MINI JR	
Scott Brady	Yam
Bobby Dayle	Yam
Ed Giedman	Yam
MINI BEG	
Todd Brady	Yam
Mike Urgo	Yam
Matt Saruwatari	Hon
POWDER PUFF	
Niki Kellogg	Yam
Barbara Spielman	-
Stacy Bell	Yam

CMC MX
Carlsbad, Calif.
April 25, 1976
By Mike Yada

100 JR	
Dan Tron	Hon
Matt Hope	Hon
Ron Lounsbury	Hon
MINI JR	
Rich O'Brien	Yam
Mike Toycen	Yam
Jeff Grise	Yam
MINI EX	
Gary Tomlin	Hon
Rick Atkins	Hon
125 PRO	
John Tessitore	Hon
Dave Carlson	Fra
Marty Moates	Hon
125 INT	
Dan Schramm	Hon
Brian McNamara	Hon
Corki Moore	Suz
125 JR I	
Don Lincoln	Hon
Paul Martin	SDC
Scott Anderson	Yam
125 JR II	
John Brust	Hon
Dan Jefferson	Hon
Jay Marcell	Kaw
250 PRO	
Val Tamietti	Mai
Dan Ellison	Bul
Rich Kastner	Bul
250 INT	
Steve Blackman	Bul
Thad Friday	Bul
Pete Smith	Mai
250 JR I	
Mark Peters	Yam
Bud Anderson	Suz
Gilbert Beeman	Suz
250 JR II	
Jim Hanley	CZ
Gregg Weaver	Kaw
Brian Hopwood	Suz
500 PRO	
Donald Martins	Suz
Ron Wesolak	Kaw
500 INT	
David Tanis	Bul
Bill Petras	Bul
Tom Brown	CZ
500 JR	
Charles Ball	Yam
Danny Rowler	Bul
Steven Atwood	Suz

CMC MX
Puyallup, Wash
April 11, 1976
By Sue Sykes

MINI A	
Mike Felt	Yam
MINI B	
Roger Kenney	Yam
Ray Fricks	Hon
Chad Jeffery	Hon
100 A	
Dave Hashman	Hon
100 B	
Jim Anderson	Suz
Bill Rowland	Hon
Brad Dahlquist	Yam
100 C	
Ronnie Eidal	Yam
Sam Baderdeen	Yam
Yogi Blankenbaker	Suz
125 PRO	
Bill Joyce	Hon
Pat Jacobson	Hon
Lee Voss	Yam
125 B	
Brad Hoyt	Suz
Jimm Anderson	Yam
Jim Karch	Suz
125 C	
Mike Anderson	Yam
John Wallasch	Hon
Terry Matson	Hon
250 PRO	
Dan Brown	Bul
Todd Snyder	C-A
Randy Schweizer	C-A
250 B	
Brad Davison	Mon
Tord Kurthy	Hus
Jim Valela	Bul
250 C	
Rocky Stoneypher	Suz
Al Atchely	Suz
Jeff Benzion	Yam
OPEN PRO	
Dave Bunker	Hus
Randy Schweizer	Mai
Lon Lewis	Yam
OPEN B	
Dana Johnson	Suz
Mike Hickman	Yam
Jim Irwin	Yam
OPEN C	
David Nelson	Suz
Mike Stump	Hus
Brian Doyle	Yam

AME MX
Valencia, Calif.
By Ted Titmas
April 16, 1976

MINI EX	
Jim Holly	Yam
George Curnutt	Yam
Darren Penrod	Yam
MINI JR	
Jim Busby	Yam
Eric Burns	Yam
Bret Hansen	Yam
MINI INT	
David Baker	Yam
125 PRO	
Jack Keese	Yam
Steve Miller	Suz
Jack Miller	Hon
125 INT	
Steve Hadley	Hon
Bill Robertson	Hon
Peter Sabat	Hon
125 JR	
Eric Coffin	Yam
Greg Torgerson	Hon
Ron Shafer	Yam
125 BEG	
Mark Abler	Suz
Gary Payne	Hon
George Capodipci	—
250 PRO	
Ron Gibson	Mai
500 PRO	
Dave Hensche	Mai
250 INT	
Chris Mallory	Mon
Rich Titus	Suz
Craig Robertson	Suz
250 JR	
John Lovett	Bul
Mike Antes	Suz
Cory Sawer	Suz
OLD TIMERS	
Tom Comstock	Yam
Jack Hindall	Suz
J.B. Asher	Yam
250 BEG	
Cary Garcin	Suz
George Madare	Suz
Mike Rochester	Hon
POWDER PUFF	
Rox Ann Dougherty	Hon
100 BEG	
Kenny Spiker	Suz
Steve Clark	Suz
Gregg Nunnelee	Suz
100 JR	
Steve Randall	Suz
Mark Adams	Suz
Jim Cronder	Yam
100 INT	
John O'Mara	Suz
Steve Jones	Suz
500 JR	
Ru Hu	Kaw
Jerry Asher	Yam
Steve Kelso	Mai
500 BEG	
Mike Rochester	Hon
Howard McCaslin	Gre
Bob Kelly	Suz

D-35 TT Scram
Tulare, Calif.
April 24, 1976
By Felix Adamo

MINI	
NOVICE	
Nick Del Rio	Yam
Chad Bettencourt	Yam
Mike Teague	Yam
JR	
Ricky Hollenbeck	Suz
Vic Williamson	Suz
Robert Land	Yam
EXPERT	
Mike Garrison	Yam
Rob Ely	Yam
Mike Yafchak	Yam
100	
NOV	
Keith Hartman	Yam
Bert Stephens	Yam
Clarke Sumners	Suz
JR	
not available	
Steve Gould	Yam
Tom Pritchard	Yam
EXPERT	
Mike Garrison	Yam
Richard Sing	Suz
Todd Parker	Suz
125	
NOV	
John Longinotti	Yam
Tom Murrell	Hon
Robert Oxford	Yam
JR	
Lee Pritchard	Yam
Brett Butterfield	Yam
Tim Pritchard	Yam
EX	
Scott Dinkins	Suz
Duane Snell	Yam
Jack Jones	Suz
175-200	
NOV	
Rodney Salmon	Suz
Jim Smallwood	Yam
Wayne Johnson	Suz
JR	
Bob McClure	Bul
Roger Lady	Yam
Gene Carter	Bul
EX	
Steve Boswell	Yam
Ricky Hicks	Bul
Brad Helton	Yam
250	
NOV	
Dean Baily	Yam
Tim Bland	Yam
Rick Roeder	Yam
JR	
Bobby Garrison	Yam
Kent Miller	Suz
William Briggan	Yam
EX	
Scott Dinkins	Suz
Steve Monger	Yam
Jack Jones	Suz
360-500	
NOV	
Jim Rockwell	Yam
Dean Bailey	Yam
Harry Boudakian	Suz
JR	
Royce Denton	Suz
not available	-
not available	-
EX	
Joe Brown	Yam
Mike Short	Yam
Ken Parker	Suz
OPEN	
NOV/JR COMB	
Jerry Blair	Tri
Jerry Turner	Tri
Stan Nunes	Tri
EX	
Carrol Jackson	Tri
Wayne Schmidt	Yam
Randy Griffith	Tri

Cal City GP
California City, CA
May 1-2, 1976
By Dale Brown

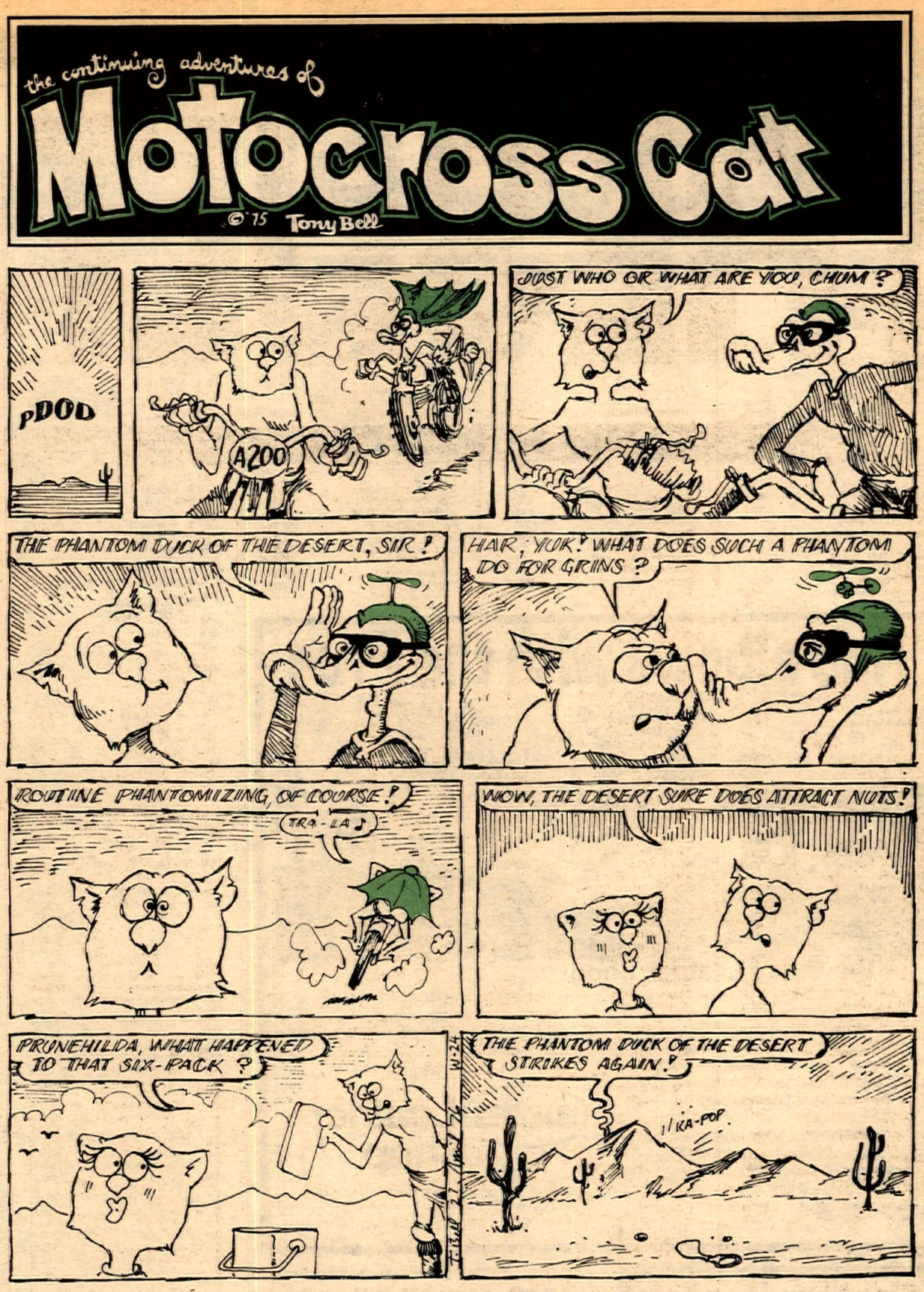
OPEN EX	
Mike Keen	Hus
Bob Balentine	KTM
Wayne Garrett	Yam
OPEN AM	
Daryn Wyatt	Hus
John Richardson	Yam
Pat Kouri	Hus
OPEN NOV	
John McDowell	Hus
Doug Hurt	Yam
Shawn Underwood	Yam
OPEN BEG	
Willis Pritchett	Yam
Randy Seematter	Yam
Mark Nauman	-
250 EX	
Tom Kelly	KTM
Monte Lee	Yam
Don Ross	KTM
250 AM	
Bill Tarling	Hus
Mitchell Smiley	Yam
Doug Posson	Yam
250 NOV	
Ron Smith	Yam
Ralph Griffin	KTM
Ron Richey	Hus
250 BEG	
Jim Mort	Bul
Richard Zajic	CZ
David Truberg	Suz
0-200 EX	
Brad Henson	Yam
Ed Rodine	Hus
Ron Hedtke	Hon
0-200 AM	
Tim Plant	DMG
Dale Anders	Bul
Matt Avance	C-A
0-200 NOV	
Lee Scheaffers	Yam
Joe Rayle	Yam
Kent Perkins	Hon
0-200 BEG	
Mark Round	Hon
Darren Pritchett	Yam
Larry Scott	Yam
SR EX	
Gus Paull	Yam
C.V. Greene	H-D
SR NOV	
Ken Ellis	Hus
Jack Kelly	-
J. Sheldon	-
SR BEG	
John Nelson	Yam
Bruce Davidson	Yam
PP NOV	
Michelle Griffin	Yam
Lynette Zuber	Yam
Dennise Jones	Bul
PP BEG	
Lizzie Broussard	Yam
Laura Lockridge	Yam
MINI	
Kelly Kline	Yam
Scott Atchison	Hon
Donnie Morrison	Yam
SIDEHACK	
Robert Sanner/ Bill Turner	Nor
Richard Bleer/ Russell Foust	Tri
John Schuman/ Bob Elliot	Tri

CMC Night MX
Irwindale, Calif.
April 30, 1976
By Tom Blattler

MINI JR I	
Jeff Prieur	Yam
Bob Kirschke	Yam
Norman Nilsson	Hon
MINI JR II	
Kevin Iribarren	Yam
Jack Essen	Yam
Barry Kelperis	Yam
MINI EX	
Rick Simmons	Yam
Eddie Glover	Yam
Rick Atkins	Hon
100 JR	
Angel Montoya	Yam
Alex Cruz	Hon
Chris Tiner	Suz
125 JR I	
Keith Beck	Hon
Dave Behlings	Hon
Keith Ehlers	Hon
125 JR II	
Marc Ito	Hon
Chris Threlfall	Hon
Chuck Okimoto	Hon
125 JR III	
Glenn Page	Hon
Scott Williams	Yam
Dan Payne	Hon
125 INT	
Bill McFarland	Hon
Darrell Hutchins	Hon
Lance Sloane	Hon
250 JR I	
Craig Davis	Yam
Craig Lowe	Yam
Brian Roberson	Hon
250 JR II	
Dan McKinley	Mai
Mark Shaw	Suz
Brad Pritchard	Suz
250 INT	
Gary Truesdill	Suz
Dean Jocic	Suz
Dennis Brown	Yam
500 JR	
Thom Miller	CZ
Bruce Bridgham	CZ
Jeff Miller	Bul
500 INT	
Dave Hensche	Mai
Art McClain	CZ
Craig Phillips	Hus
125 PRO	
David Taylor	Hon
Gary Denton	Hon
Cliff Lett	Bul
250 PRO	
Jeff Vidic	Mai
Bill Rubly	Mai
Val Tamietti	Mai
500 PRO	
Bill Rubly	Mai
Chcuk Lunde	Mai
Bob Elliott	Mai

All High School MX
Portland, Ore.
April 17, 1976
By Jan Newman

100 BEG	
Nick Evans	Suz
Craig Bowman	Yam
Bill Dawson	Yam
100 JR A	
George Paynter	-
Randy Crisman	Suz
Dave Barber	Hod
100 JR B	
David Idzerda	Suz
David Juba	-
Michael Sayre	Suz
125 BEG A	
Ken Solso	Hon
Doyle Boswell	Yam
John Wallace	Yam
125 BEG B	
Jeff Cochran	Yam
Dennis Andrews	Hon
Casey Hood	Kaw
125 JR A	
Jeff Walker	Yam
Pat Ball	Yam
Ron Lotman	Hon
125 JR B	
Keith Berke	-
Rick Gwin	Yam
Bill Kent	Yam
125 JR C	
Pete Griessmann	Suz
Kris Ovall	Hon
Judy Winters	Yam
125 INT	
Jace Craun	Hon
Larry Womack	Yam
Joel Davis	Yam
250 BEG A	
Michael Sayre	-
Bill Parks	-
Jeff Howland	-
250 JR A	
Kevin Scoggins	Suz
Scott Lambert	Suz
Gene Dodds	Yam
250 JR B	
Randy Crouchley	Yam
Dan Solland	Suz
Dan Worthington	Kaw
250 INT	
Scott Williams	Yam
Tony Buyas	Suz
Robby Clark	Yam
OPEN BEG	
Danny Miller	Suz
Alan Walker	Yam
OPEN JR	
Bill Holtman	Rok
Randy Gunn	-
Steve Baldwin	Yam
OPEN INT	
Mike Tomasini	Yam
Darren Johnson	Suz
Tom Irwin	Yam
125 PRO	
Steve Small	Yam
Bill Williams	Yam
Ron Dimeo	Yam
250 PRO	
Barney Newman	Hus
Rick Wylder	Yam
Scott Isbell	Suz



Mammoth 200 GP
Mammoth, Calif.
May 2, 1976
By Jon Marshall

125 JR	
Dennis Vetter	Hon
Bernard Garsen	C-A
Dennis Pugh	C-A
250 JR	
James Davenport	Yam
Greg Newland	C-A
Bill Jensen	Suz
OPEN JR	
Robert Haynes	Yam
Dennis Silacci	Suz
John Etchart	Mai
125 EX	
Wes Norton	Yam
Phil Smith	Hus
Bryon Frenyea	Pen
250 EX	
Larry Roeseler	Hus
Bruce Jones	KTM
Steve Hollady	Hon
OPEN EX	
Chris Carter	Yam
Richard Buttner	Hus
Bill Saltzman	KTM

CMC OCIR nite MX
East Irvine, Calif.
April 28, 1976
By Joel Jamieson

MINI JR	
Richard O'Brien	DG
Chris Parker	Hon
MINI EX	
Dean Cates	Yam
100 JR	
David Cardoza	Suz
Chuck Kreuter	Yam
Alex Cruz	Hon
125 PRO	
Pat Deligatta	WH
Brad Dutoit	Hon
Pat Nash	KG
125 INT	
Bill Boyer	Suz
Randy Skinner	Hon
Mike Johns	Hon
125 JR I	
Mike Margules	Hon
Dale Himmelreigh	Yam
Emmett Chavez	Yam
125 JR II	
Eddie Drake	Hon
Kevin Kelson	Hon
Mark Lester	CH
250 PRO	
Dave Carlson	Mai
Morris Molone	Suz
Val Tamietti	Mai
250 INT	
Bill Boyer	Suz
Guy Olson	Mai
Kenny Meeks	Suz
250 JR	
Eddie Meeks	Suz
Billy Bartlett	Suz
Scott Kinner	Yam
500 PRO	
Andy Bolander	CZ
Tom Mayfield	Mai
500 INT	
Clinton Barter	Mai
500 JR	
Rick Gause	Yam
Mike Bomer	Bass
John Abrams	Suz

Saddleback Hillclimb
Orange, Calif.
April 25, 1976
By Ann Powell

125 CLASS	
Steve Stith	Hon
Oliver Kiener	Yam
250 STOCK	
Dick DeRosa	Yam
Kerry Peterson	HD
Ron Powell	Suz
250 MOD	
Doug Hall	Bul
Kerry Peterson	HD
360 STOCK	
Gale Grant	Yam
360 MOD	
Doug Hall	Bul
Clyde Peterson	Yam
400 STOCK	
Kerry Peterson	Mai
400 MOD	
Kerry Peterson	Mai
450 STOCK	
Chuck Peterson	Mai
450 MOD	
Dick DeRosa	Yam
500 STOCK	
Ed Shaver	Yam
Eldon Peterson	Mai
500 MOD	
Clyde Peterson	Yam
Kent Morgan	Yam
Neal Mackel	Hus
650 STOCK	
Vince Vinson	Tri
Tom Daugherty	Tri
650 MOD	
Bill Correll	Tri
Ron Saffel	Tri
Chuck Key	Tri
750 OPEN	
Ed Shaver	Tri
Tom LaRue	Tri
Ron Standeven	Yam
OVERALL	
Ed Shaver	Tri

Austin MX Park
Austin, Tex
April 4, 1976
By Greg Labbe

MINI EX	
Glen Muehstein	
Tommy Tomerlin	
David Beckham	
MINI SR	
Frank Tello	
Kyle Landrum	
Harry Layer	
100 NOV	
Dicky Tillman	
Jack Beckham	
Terry Curtis	
125 NOV DIV A	
Chris Shard	
Darren Jeffocat	
Steve Hoyer	
125 NOV DIV B	
Dean Waskobiak	
Keith Johns	
John Edgar	
125 INT	
Cary Tomerlin	
Billy Harrison	
Russell Powers	
250 JR	
Fred Cleer	
Bill Easterling	
Ben Copelin	
250 INT	
Mitch Mitchell	
David Parsons	
Scott Zettner	
OPEN JR	
Scott Elliott	
Bill Davis	
STacy Howle	
125 EX	
Dicky Turnbo	Hus
Ricky Blackwell	Hon
Morris Baker	Hon
250 EX	
Dan Farley	Hus
Roger Brown	C-A
Scott Boughan	Suz
OPEN EX	
Dan Farley	Hus
Scott Boughan	Suz
Roger Brown	Yam

SRA Speedway
Irwindale, Calif.May 6,
May 6, 1976

Irwindale	52
San Bern.	26
SPROCKETS	
Mike Bast	11
Bruce Penhall	10
Rich MacMurray	8
Steve Columbo	7
Wayne Lewis	6
SIZZLERS	
Jim Fishback	8
Dean Foreman	5
Larry Shaw	4
Mark Cherry	4
Dennis Sigalos	2
HANDICAP CONSOL.	
Jim Fishback	
Gene Woods	
Jan Ballard	
HANDICAP MAIN	
Bruce Penhall	
Fred Sidner	
Mike Bast	
DIV II	
Greg Wilhite	
Doug Skile	
Larry Chase	

RESULTS

Dinosaur Race
Perris, Calif.
May 2, 1976
By Maureen Lee

350 NOV MAIN
Tim Henry Hon
Jerry Natelborg Hon
Steve Wiseman Hon
350 AM MOTO
Boumont Barte Hon
Bob Lucke Hon
John Reinhard Hon
350 EX MOTO
Rick Marquis Hon
Ken Greene Hon
John Carmello Hon
500 NOV MAIN
Justin Rable Yam
John Wells Yam
Dave Daiz Tri
500 AM MAIN
Mitch Shook Yam
Keith Petrangelo CCM
Garry Conner Hon
500 EX MAIN
Mike Myers Yam
Chuck Wheat Hon
Rick Marquis Hon
OPEN NOV MAIN
Fred Paxton BSA
Don Underwood Nor
Steve Tillackk Tri
OPEN AM MAIN
Rich Kouns Hon
Lonnie Martin Tri
Buford Bartz BSA
OPEN EX MAIN
Willie Hockie Tri
Billy de Michele Tri
C.H. Wheat Hon
SIDEHACKS
Ralph Whitney/ Nor
Phil Whitney
Norbert Monahan/ Was
Bill Wheeler
Robert Sanner/ Hon
Dave Wild
John Palfreymann/ Nor
Joe Gardner
Bart Crandell/ Tri
Bob Coyle

Elsinore TT Scram
Elsinore, Calif.
April 24, 1976
By Andi Gangewer

MINI BEG
Tom Scott -
Matt Saruwataki Hon
Dennis Shotwell Yam
MINI NOV AM
Pete Hames Yam
Scott Fraley Yam
Darren Hulbert Yam
MINI EX
Benjie Meyer Yam
Kirk Johnson Yam
Chris Cannon Yam
100-125 BEG NOV
Ronny Evans Yam
Larry Penrod Yam
Robby Robison Yam
250 BEG
Roy Kennedy Yam
Mike Thistle Yam
Rod Williams Yam
250 NOV
Jeff Wise Yam
Roy Stafford Kaw
Matt Paulson Yam
500 OPEN NOV
Richard Bishop Yam
Earl Parker Yam
Jeff Larson Kaw
SPEC NOV
Scott Douglas Bul
Richard Bishop Yam
Fred Parker Yam
VAN CLUB SPEC
Frand Barajas -
Tom Galarja Yam
Cliff Lotz Hus
125 AM EX
Mike Tidwell Yam
Duane Gallager Yam
Steve Polson Yam
250 AM
Scott Polson Yam
Jim Strain YZ
Gary Smith Bul
250 EX
Mike Tidwell -
Joe Steffen -
Dylan Neihart -
500 AM EX
Pat Dobbins Tri
Mike Baeder Yam
Ed Steffen Yam
SPEC EX
Mike Tidwell Yam
Joe Steffen -
Billy Hicks -

Manzanita Pro H-M
Phoenix, Ariz.
April 25, 1976

EX MAIN
Gene Romero HD
Chuck Palmgren HD
Art Fredenburgh Yam
JR MAIN
Brad Nicks Yam
Marty Halkola Yam
Layne Wright HD
NOV MAIN
Jeff Kerr Yam
Tom Burcham Yam
Geoff Lowe Yam

BOSS CMC MX
Dixon, Calif.
April 18, 1976
By Sallee Hilton

MINI NOV
Todd Anselmo Yam
James Dickman Yam
John Tompkins Yam
MINI EX
Ed Defty Hon
Steve Ahart Yam
100 NOV
Nick VanEvery Suz
Curt Anselmo Yam
Brad Bruns Suz
PEE WEE
Tyson Vohland Yam
Freddy Dion Hon
125 NOV DIV I
Mark Fortin Yam
John Jacobs Car
John Sullivan Kaw
125 NOV DIV II
Perry Donohew Suz
Vasco DeMello Yam
Bobby Coker Yam
250 NOV DIV I
Dan Kalustian Mon
Curt Pflaumer Suz
Mark King Suz
250 NOV DIV II
Richard Barchard Suz
Ron Nichols Suz
Jim Such Yam
OPEN NOV
Mike Bell Suz
Steve Spaans CZ
Ernie Cabral Suz
OLD TIMERS
John Dotson Mai
Vernon Howell Tri
VET NOV
Merrill Rempfer Kaw
Bob Cole Bul
Ernie Cabral Suz
VET INT
Jack Lewis Bul
Al Baumann Yam
125 INT
Jim Wooten Hon
Robert Grewer Hon
Jerry Stone Suz
125 EX
Dan Chandler KTM
Eric McKenna Hon
Cliff Bagot Hus
250 INT
Dan Cole Kaw
Tom Denton Yam
Roger Eiberger Hus
250 EX
Eric McKenna Hus
Bill Roush Yam
Larry Rippenkroeger Kaw
OPEN INT
Clyde Lawler Suz
John Cook CZ
John Bellicitti Yam
OPEN EX
Dan Leet Mai
Bob Sullivan Yam
Steve Grewer Suz

D-35 TT Scrambles
Bakersfield, Calif.April 2
April 25, 1976

MINI
NOVICE
Nick Del Rio Yam
Not Available -
Jack Alford Yam
JR EX
Rob Ely Yam
Mike Garrison Yam
Mike Wesson Yam
100
NOV JR
Frank Shoenbachler Suz
Darin Land Yam
Randy Rowlett Yam
EX
Johnny Alexander Yam
Mike Garrison Yam
Jeff Martin Yam
125 NOV
Dennis Camp Yam
Ken McCoy Yam
Mike Ragen Suz
175-200
NOV, JR, EX
Brad Helton Yam
David Marrs Suz
Richard Rowland Bul
250
NOV
Rick Roeder Yam
James Crisp Suz
Harry Boudakian Suz
JR EX
Steve Monger Yam
Scott Podergois Suz
Mike King Suz
360-500 NOV
Jim Rockwell Yam
Carl Casanova Yam
Jim Edwards Suz
JR
Joe Miller Yam
Paul Shafer Yam
Glenn Fujioka Suz
EX
Not available -
Joe Brown Yam
Mike King Suz
OPEN
Wayne Schmidt Yam
Greg Bookout Tri

Corona ST & H-M
Corona, Calif.
April 28, 1976
By Elaine Jones

SHORT TRACK
MINI
Pete Hames Yam
Eugene Brown Yam
Kirk Johnson Yam
MINI DIV II
Paul Smith Hon
Matt Moon Yam
Brad Roach Yam
100 NOV
Steve Karsten Kaw
Shawn Pettis Yam
Row Wittington Hon
125 NOV
Mike Paulson Yam
Terry Singleton Hon
Jeff Moon Yam
125 AM EX
Danny Perkins Hon
Mike Tidwell Yam
Terry McCreery Kaw
250 NOV
Cal Wangrud Yam
Terry Williams Mon
Bart Grisham Yam
250 AM
Lloyd Patzke Yam
Scott Thurlow Hon
Bobbi Hunter Yam
250 EX
Mike Minnig Yam
Mike Tidwell Yam
Jay Lewis Suz
OPEN AM
Mike Allen Yam
Mike Baeder Yam
Gary Pettis Bul
MONEY RACE
Mike Tidwell Yam
Rick Marquis Hon
Daryll Muegge Yam
HALF MILE
MINI
Eugene Brown Yam
Kirk Johnson Yam
Bobby Garabedian Yam
100 NOV
Paul Smith Kaw
Steve Karsten Kaw
John Silva Kaw
125 NOV
Mike Paulson Yam
Terry Singleton Hon
Bob Callaway Kaw
125 AM EX
Danny Perkins Hon
Mike Tidwell Yam
Terry McCreery Kaw
250 NOV
Rob Selvy Yam
Jim Beck Yam
Bert Grisham Yam
250 AM
Bobbi Hunter Yam
Scott Thurlow Hon
Lloyd Patzke Yam
250 EX
Mike Tidwell Yam
Joe Steffen Yam
Jay Lewis Suz
250 EX TWIN
Eddie San Roman Yam
Mike Allen Yam
Jim Davisson Bul
OPEN NOV
Don Griggs Tri
Lou Gimenez Tri
Clarence Pitman Tri
OPEN AM
Mike Baeder Yam
Denny Aguirre Kaw
Gary Pettis Bul
OPEN EX
Steve Miller Yam
Eddie Beeson Yam
Denny Aguirre Kaw
MONEY RACE
Mike Tidwell Yam
Rick Marquis Hon
Daryll Muegge Yam

CMC Saddleback
Orange, Calif.
May 2, 1976
By Joel Jamieson

MINI EX
Gary Tomlin Hon
Rick Atkins Hon
Andy Orescanin Yam
MINI JR
Kevin Iribarren Yam
Kevin Hopkins Yam
Mike Toycen Yam
100 JR
Dan Tron Hon
Chris Tiner Suz
Ron Lounsbury Hon
500 PRO
Bill Rubly Mai
Gary Odgen Suz
Chuck Lunde Mai
500 INT
David Tanis Bul
Dale Lewis Suz
Mark Musgrave Suz
500 JR
Mike Brown Suz
Mic Rogers Kaw
Bruce Bridgham CZ
250 PRO
Mark Tyer DG
Jeff Jennings Suz
Dave Carlson Mai
250 INT
Luc De Ley Suz
Rick Sanders Mai
Pete Smith Mai
250 JR I
Mark Peters Yam
Ryan Helzer Yam
Dave Raymond CZ
250 JR II
Lexie Holtsclaw Yam
Kenny Kaufman Hus
David Swanberg Yam
125 PRO
Dave Taylor DG
Mark Tyer DG
Bruce McDougal TM
125 INT I
Mike Loper FMF
Dan Schramm DG
Donald McIver Hon
125 INT II
Terry Shekell Yam
Kevin Harlow DG
Tim Locey Yam
125 JR I
Marc Hickeyy Hon
Dean Adkins Hon
John Lembeck Hon
125 JR II
Eric Coffin Yam
Marc Lester CH
Davee Collins Suz

Lake Whitney C.R.
"Fun-Good Times" MX
May 9, 1976
By Dave Nielsen

JR MINI
Shane Sitton Yam
Todd Bray Yam
Ronnie Warman Yam
SR MINI
Derek Wedding Yam
Johnny McGee Hon
Harry Heinz Hon
OVER 30
DeVaughn Mitchell Pen
Tom Hollister Yam
Ronnie Mullen Hon
100 NOV
Kevin Hawk Yam
Mike Walcott Suz
Chris Stitham Suz
125 NOV
Dean Waskovik Yam
Steve Mulholland Yam
Jimmy Jones Suz
125 INT
David DiCorte Yam
Dennis Bishop Hon
Nick Cordova Hon
125 EX
Ron Turner Hon
Mel Newman Suz
Ricky Madole Hon
250 NOV
Jimmy Holloway Suz
Larry Parson Suz
Jim Brittain Hus
250 INT
Charles Wiese Yam
Mark Fischrupp Suz
David Gigax Suz
250 EX
Gary Jones AMX
Kent Howerton Hus
Roger Brown C-A
OPEN INT
Jimmy Frye Suz
Benton Wofford Bul
Randy Jones Bul
OPEN EX
Keith Duffy CZ
Wyman Priddy Bul
Charles Cooper Pen

SRA Speedway
Ventura, Calif.
May 4, 1976

Bakersfield 42
Ventura 36
HANDICAP MAIN
Dennis Sigalos
Jan Ballard
Steve Nutter
DIVISION TWO
Don Faulkner
Fred Sidner
Steve Hein

SRA Speedway
Costa Mesa, Calif.
May 7, 1976

Costa Mesa 40
Irwindale 38
HANDICAP MAIN
Steve Columbo
Mike Muntean
Bruce Penhall
DIV TWO
Gene Drew
Fred Sidner
Joe Spisak

Cen-Tex MX
Cameron, Tex.
April 11, 1976
By DeWitt Knox

MINI JR
Ernie Kerr Yam
Obie Jones Yam
Larry Swinney Yam
MINI SR
Bucky Houston Yam
Charles Bethel Yam
100 JR
Dennis Boyce Suz
David Lassitter Suz
Norman Reitmeyer Suz
125 JR
Louis Waskowiek Yam
Sandy Shofner Suz
Tom Holton Hon
125 INT
David DiCorte Yam
Mark Elliott Hon
Billy Harrison Hon
250 JR
Tommy Pavelka Yam
Mark Chlapek Yam
Kenny Moore Hon
250 INT
Billy Harrison Bul
David Oliver Hus
Barry Billington Hus
OPEN INT
Mike West Yam
Greg Bonner Kaw
Larry Dawson Suz
125 EX
Pat Adamson Hon
David Hewitt Yam
Eddie Coker Hon
250 OPEN/EX COMB
Henry Evans KTM
Jack Hicks Yam
Bryan Biggs Yam

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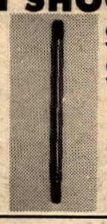

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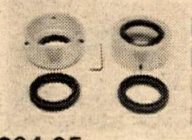

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CRRC Spring Sprint RR
Oakhill Raceway
Henderson, Tex.
April 11, 1976
By Tulia Vulgaris

250 PROD	
Gordon Seim	
Gerald Smith	
Charles Smith	
250 CAFE	
Vernon Davis	
Charles Boyd	
Michael Adam	
200 GP	
Gordon Seim	
Huch Humble	
Robert Byars	
410 PROD	
Freddie Spencer	
James Davis	
Gene Hornot	
410 CAFE	
Gene Hornot	
Robbins Andy	
Steve Darly	
250 GP	
Freddie Spencer	
Dane Stewart	
Kelly Weisbruch	
750 PROD	
Dennis Kalmus	
Charles Brothers	
Tommy Byars	
750 CAFE	
David Robinson	
Jon Minnono	
Dennis Kalmus	
500 GP	
Dane Stewart	
Randy Reynolds	
John Lesikar	
OPEN PROD	
Gene Hovey	
Ray Alvarado	
James Hetherington	
OPEN CAFE	
Paul Stephenson	
Gregory Bauer	
Jon Minnono	
OPEN GP	
Paul Stephenson	
Greg Bauer	
Jon Minonno	

Escape Cntry MX
Trabuco Cyn., Calif.
April 11, 1976

SUPER MINI 1st DAY	
Arthur Hayashi	Yam
Robert Berry	Ind
SUPER MINI BEG	
Tom Gibson	YZ
Tom Wilson	-
John DavisHon	
SUPER MINI NOV	
Russ Elliott	Yam
SUPER MINI EX	
Shon Anderson	Yam
SUPER MINI PRO	
Randy Moos	Yam
100 1st DAY	
Pat Ballardd	Suz
100 NOV	
Jerry Lee	Hon
125 1st DAY	
Rick Huth	Yam
John Haislip	Hon
Carlos Wlodarcz	Hon
125 BEG B	
Dave Pintar	Hon
Shawn Hughes	Hon
Kitty Nichols	Hon
125 BEG A	
Marcos Martinez	Yam
Sam Alvarado	Hon
Forrest Hayashi	Hon
125 NOV	
Dave Behlings	-
Steven Steiert	Hon
Jerry Lee	Hon
125 INT	
Bob Walker	Hon
Ray Barross	Yam
Gary Pendleton	Hon
125 EX	
Steve Steel	Yam
250 1st DAY	
Robert Hayes	Yam
John Stedman	Bul
Brad Heath	Suz
250 BEG	
Jeff Wilson	Suz
David Roulette	Suz
250 NOV A	
Jerry Benson	Mai
George Jeffers	JBS
Dan Hilger	Hus
250 NOV B	
Dale Lewis	Suz
George Wagner	C-A
250 EX	
Tom Cross	-
Gary Bartlett	-
OPEN BEG	
Mark Russell	Suz
OPEN NOV	
Dan Lewis	Suz
Rick Anderson	Yam
Robert Pereira	Yam
PLATES ONLY	
Trevor Hampton	-
Joe Almeida	-

Escape Cntry MX
Trabuco Cyn., Calif.
April 10, 1976

SUPER MINI BEG	
Mitch Brown	Yam
100 NOV	
Jim Cantu	Hon
125 1st DAY	
Scott Laing	Hon
Craig Bennett	Hon
Steve LaMotte	Suz
125 BEG	
Donald Munkres	Hon
Kurt Kovacks	Yam
125 NOV	
Phil Carter	Hon
Dale Borges	Hon
125 EX	
Rick Thomas	Hon
250 1st DAY	
Dee Aden	Suz
Richard Anderson	Yam
250 BEG	
Clark Wilson	Yam
Joe Almeida	Suz
250 NOV	
George Wagner	C-A
Don Harte	Suz
OPEN NOV	
Steve Harte	Suz
Bob Campini	CZ
OPEN INT	
Mike Belisle	Yam

MVMC MX
Sunnymead, Calif.
April 11, 1976
By GUS

500 PRO	
Jon Derhammer	Mon
Mike Slater	Suz
Jim Lowe	Hon
250 PRO	
Jon Derhammer	Mon
Richard Braga	CZ
Clark Jones	DG
125 PRO	
Albert Cancino	Hon
Clint Carmen	Hon
Paul Ivie	Yam
250 INT	
Greg Stone	Yam
Tom Karos	CZ
Ray McNeil	Oss
125 INT	
Mike Dickherber	Suz
Danny Burtt	Yam
Craig Gormley	Yam
500 JR	
Bill McGowen	CZ
Gordon Ward	Suz
Craig Dale	Rok
500 BEG	
Keith Wisegarver	Suz
250 JR	
Sam Hill	Suz
Corey Faulkner	Yam
Steven Hickle	Hus
250 BEG	
Mike Meshkoff	Yam
Hall Hanneman	Bul
Scott Jerden	Suz
125 JR	
Jeff Clark	Yam
Robert Broquiere	Hon
Lloyd Hilton	Yam
125 BEG	
Doug Gormley	Yam
Gary Leath	Yam
Louis Burleson	Hon
100 INT	
Patrick Durosko	Hon
100 JR	
Mark Larnkjaer	Suz
100 BEG	
Jim Martin	Suz
Mike Patterson	Suz

MVMC MX
Sunnymead, Calif.
April 4, 1976
By GUS

Tim Young	Yam
Greg Ernst	C-A
250 JR	
Herb Carbaugh	Yam
Sam Hill	Suz
Jack Murchall	CZ
250 INT	
Corkey Stevens	Yam
250 EX	
Albert Cancino	Hon
500 BEG	
Keith Wisegarver	Suz
Pat Hallinan	CZ
500 JR	
Craig Dale	Rok
500 EX	
Jim Lowe	Hon
125 JR	
Mickey McDougal	Yam
Jeff Clark	Yam
Steve Ackerson	Yam
125 INT	
Danny Burtt	Yam
Craig Gormley	Yam
Don Davis	Yam
125 EX	
Albert Cancino	Hon
125 BEG	
Richard Pierce	Yam
Doug Gormley	Yam
Tom Stivason	Suz
100 EX	
Dave Dieterle	Bar
100 JR	
Rich Maebe	Yam
100 BEG	
Donald Leath	Hon
MINI EX	
Bobby Hart	Hon
MINI BEG	
Ralph Munoz	Hon
Joe Morris	Yam
Chris Klausen	Yam
125 BEG	
Mark Page	Yam
Dennis Sather	Suz
Jim Wood	Suz
125 JR	
Steve Ackerson	Yam
Rich Ruggiero	Hon
125 INT	
Paul Ivie	Yam
250 BEG	
John Fullmer	Yam
250 JR	
Greg Hope	Suz
500 BEG	
Terry Burgess	CZ

Canyon Raceway MX
Phoenix, Ariz.
April 10, 1976
By Larry Owen

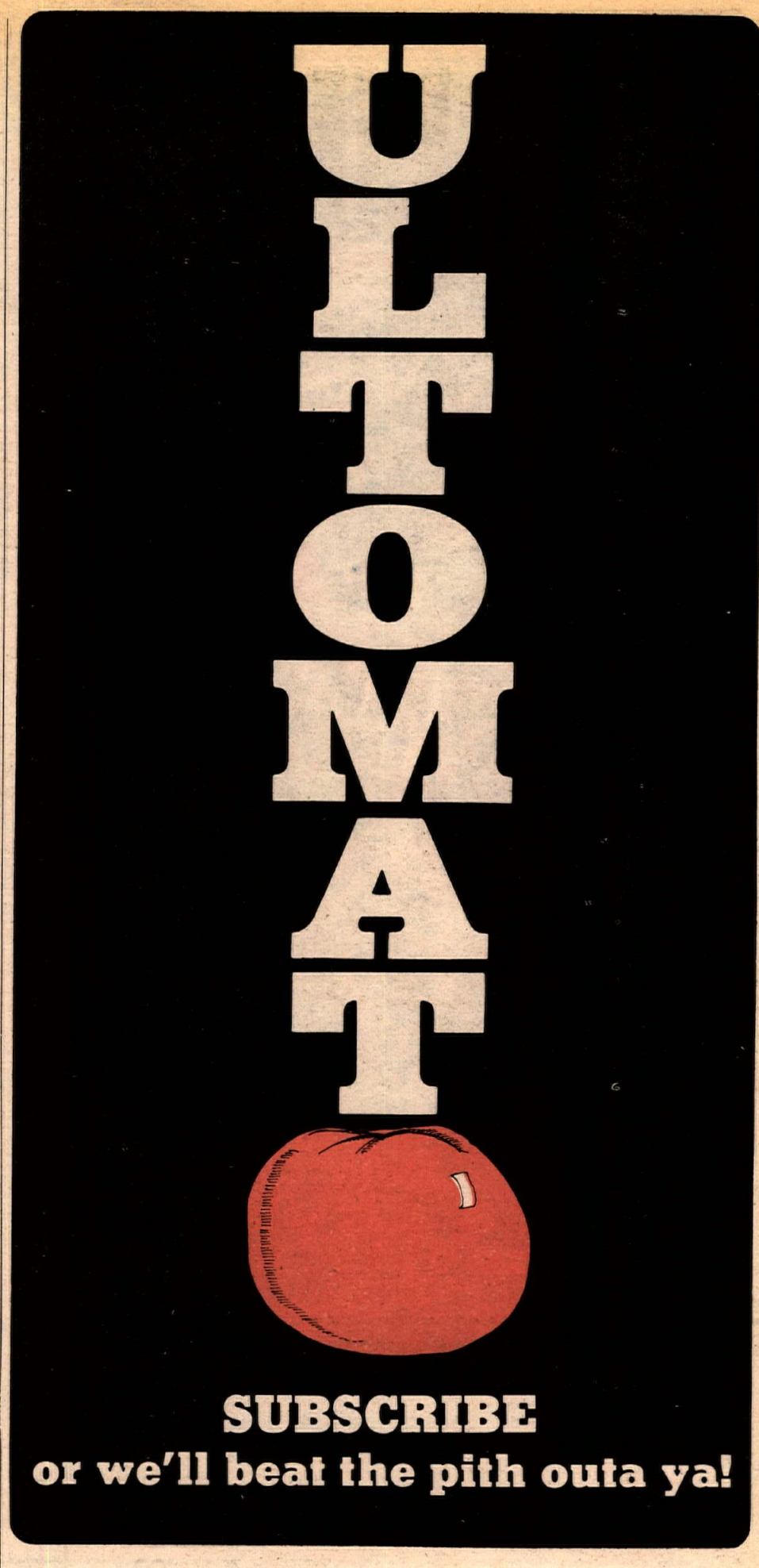
PEE WEE	
Dan Cole	Yam
Jesse Barlow	Yam
John Wallick	Yam
MINI BEG	
Mark Hughes	Hon
Rob Gunder	Yam
J.D. Kimbrell	Yam
MINI NOV	
DeWayne Carel	Yam
Sam Baeighkley	Yam
Phil Lawrence	Yam
MINI AM	
Brett Billett	Yam
Chris Thude	Yam
Bobby Winn	Hon
MINI EX	
Greg Conradson	Yam
100 NOV	
Jeff Morgan	Suz
Mark Nicholas	Suz
Rick Sanders	Hod
100 AM	
Danny Lyons	Suz
125 BEG	
Bret Smith	Yam
Jeff Compton	Hon
Scott Dullum	Suz
125 NOV	
Tim Nolte	Yam
Scott Stollard	Yam
Lewis Smith	Hon
125 AM	
Tracy Adams	Hon
Steve Yarbrough	Yam
Wayne Riggs	Hon
250 BEG	
Dave Nelson	Suz
John McQuitty	Bul
250 NOV	
Judd O'Dell	Hon
Scott Stollard	Yam
Sonny Favasole	C-A
250 AM	
Corky Pond	Hon
Lee Wedin	Hon
Bob Larvie	KTM
OPEN NOV	
Kenny Bates	Yam
Carl Muldner	CZ
OPEN AM	
Mark Kennedy	Yam
John Beck	Mai
Chuck Clupper	Hus
OLD TIMERS -35	
Tim Kennedy	Yam
John Beck	Mai
Duane Johnson	Hon
OLD TIMERS +35	
John McQuitty	Mon
Carl Johns	Suz
TURKEYS	
Liz Wouters	Yam
John Hragyil	Hod
Lamont Wallick	Hon
125 EX	
Chappy Blose	Hon
Lamar Adams	Yam
Gary Understiller	Hon
250 EX	
Robert Brawner	Kaw
Chappy Blose	Suz
Jeff Nedberg	Suz
OPEN EX	
Robert Brawner	Kaw
Randy Brawner	Mai
Bruce Hille	Suz

CMC Night MX
Irwindale, Calif.
April 16, 1976
By Tom Blattler

MINI JR	
Mike Brennen	Yam
Tracy Smith	Yam
Jack Essen	Yam
MINI JR II	
Dave McNew	Yam
Barry Kelperis	Yam
Harvey Perez	Yam
MINI EX	
Ed Glover	Yam
Rex Smith	Yam
Bob Ott	Yam
100 JR	
Jim Alexander	Yam
Mark Wiedeman	Yam
Jim Lemke	Suz
125 JR I	
Dave Behlings	Hon
Karl Smith	Hon
Steve Pendleton	Hon
125 JR DIV II	
Keith Beck	Hon
Doug Foster	Yam
Steve Contreras	Yam
125 INT	
Darrell Hutchins	Hon
Rick Fiore	Hon
Gary Pendleton	Hon
250 JR I	
Jim Burt	Suz
Walt Olso	Suz
Ed Gonzalez	Suz
250 JR II	
Dave Haagsma	Suz
Rick Becker	Bul
Don Muraca	Hus
250 INT	
Rick Sanders	Mai
Tom Denton	Yam
Gary Truesdill	Suz
500 JR	
Marc Crosby	Mai
Phil Ferree	Mai
Richard Vacca	CZ
500 INT	
Shawn Underwood	Yam
Art McClain	CZ
Bob Hollister	Yam
OVER 30	
Jess McIntosh	Hon
Jim Francis	Yam
Ed Ott	Yam
125 PRO	
David Taylor	Hon
Gary Denton	Hon
Vince Van Hook	Yam
250 PRO	
Bill Rubly	Mai
Dave Carlson	Mai
Jeff Vidic	Mai
500 PRO	
Bill Rubly	Mai
Luke Messer	Mai
Val Tamietti	Mai

Saddleback MX
Orange, Calif.
April 10, 1976

125 EX	
Robert Evans	Hon
David Wood	Yam
John Fry	Hon
250 EX	
Steve Rhyan	C-A
Jerry Trojhas	Mai
Mark Hilton	Suz
OPEN EX	
David Arnold	Hon
Gary Tomlzai	CZ
Steve Fry	Yam
125 INT	
Rich Reveles	FMF
Mike Eddy	Hon
John Lembeck	Hon
125 JR	
Ed Kevins	Hon
Rick Monyon	Hon
David Gomez	Hon
125 BEG	
Robert Green	Hon
Brad Kortcano	Yam
Brian Nelson	Hon
250 INT	
Kym Kirschenmann	Suz
Michael Godfrey	Kaw
John Domoslai	Mai
250 JR	
Billy Kaefe	Kaw
Billy Bartlett	Suz
Tom Daversa	Mai
250 BEG	
Dan Lopez	Hon
Fred Wheeler	Yam
Daniel Cotten	Yam
OPEN INT	
Jim Beltinck	Mai
OPEN JR	
Dave Orozco	Bul
? Gibson	CZ
Al Satterla	Yam
OPEN BEG	
Peter Perathin	Yam
Henry Clifton	Yam
Tex Peeples	Mai
MINI BEG	
Russell Montano	Suz
Ed Jackson	Hon



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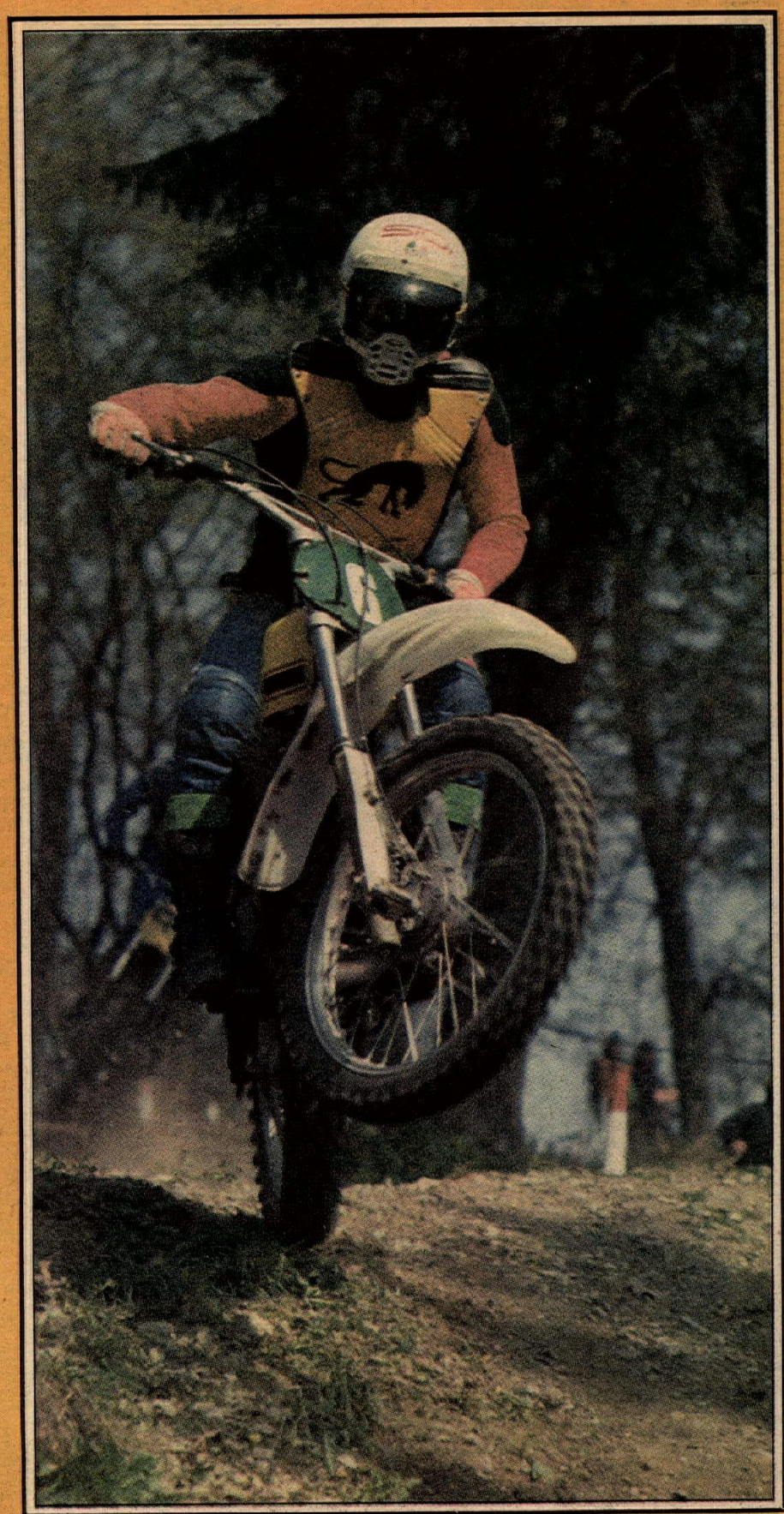
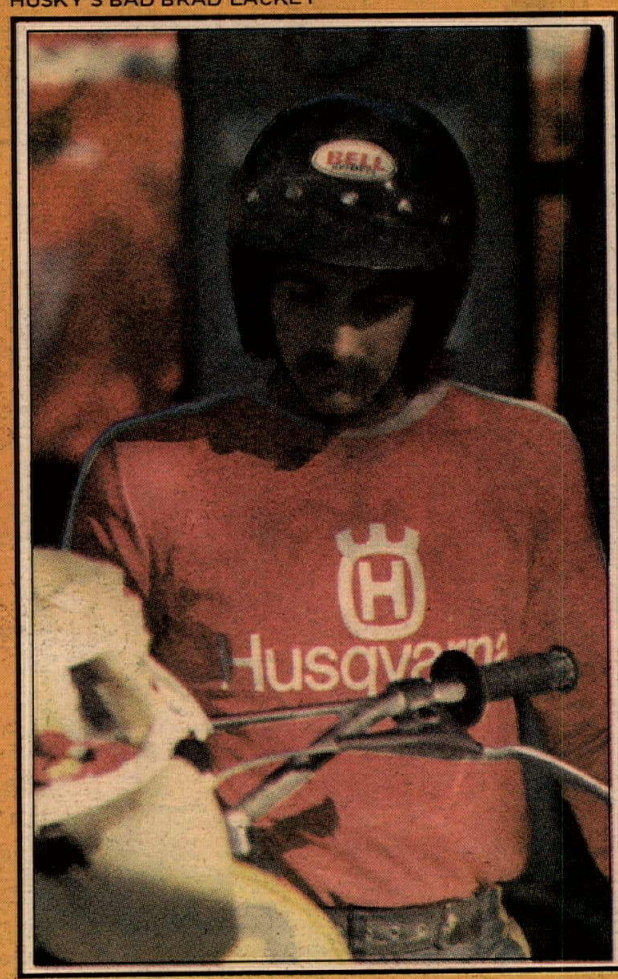


SIX TIME WORLD CHAMPION JOEL ROBERT

ARE WE TOPS NOW?

A look at the GP circuit's old men & new machines

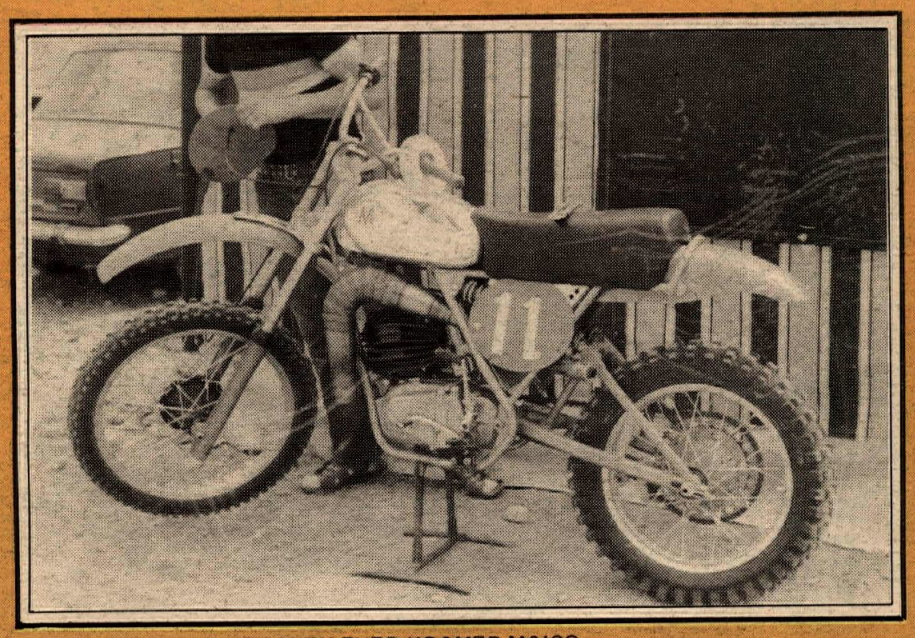
HUSKY'S BAD BRAD LACKEY



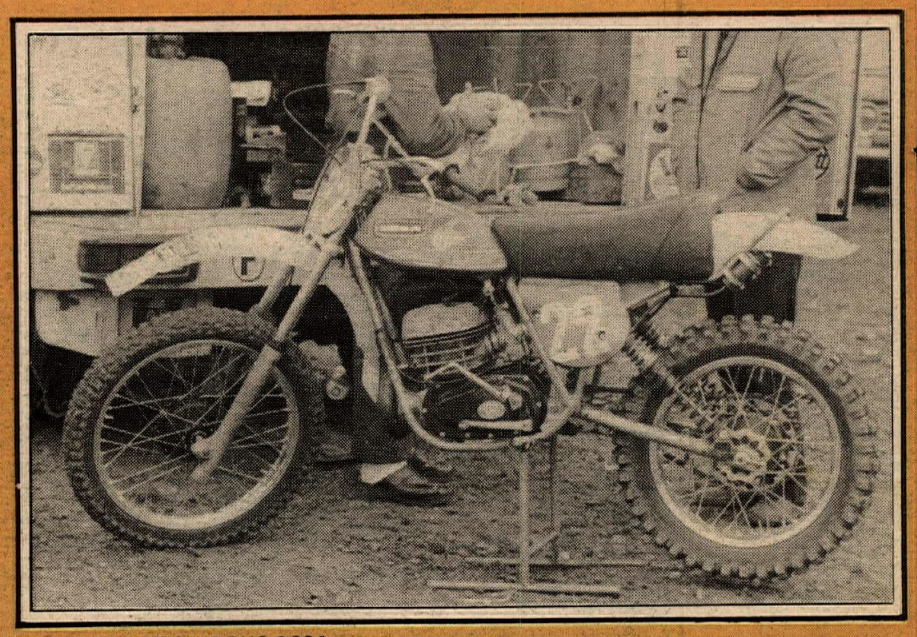
By Jody Weisel

Joel Robert, Roger DeCoster, Bengt Aberg, Heikki Mikkola, Gerrit Wolsink and the vast majority of the who's who of the European GP circuit are almost old enough to be the fathers of some of America's up-and-coming youngsters. In a marketing situation where the United States has virtually cornered the sales on dirt, racing and recreational motorcycles the European scene is a remote and isolated testing ground. The American Champions are kids, more than ten years younger than their European counter-parts, with the exception of 250 World Champion Harry Everts.

With the influx of money, factory machinery, more competition and better racing conditions America now rates as the motocross capital of the world. The American National Championships offer more money, exposure and potential than the GP route. Pierre Karsmakers, who used to cherry-pick in America, has rarely turned in a creditable performance against U.S. competition during the past two seasons. In Europe this year Karsmakers is running with the leaders. Gerrit Wolsink, third in the world, failed to win a Trans-AMA event in 1975 and instead found himself dicing with Americans he had never heard of. Where were all the European supermen during the last Trans-AMA? It wasn't a monetary crisis that stopped them from coming because the Trans-AMA purses are many times larger than anything they've ever seen on the continent. It was plainly a case of "If we can't win — then we won't bring our ball." DeCoster did win the Trans-AMA, but he is the best in the world! Give us a shot at him every week and he and the rest of the grand old men of Europe will be backmarkers for kids from places like Des Moines, San Diego, and Dallas. Are we tops now? The USGP will tell.



ROLF DIEFFENBACH'S CANTILEVER KRAMER-MAICO



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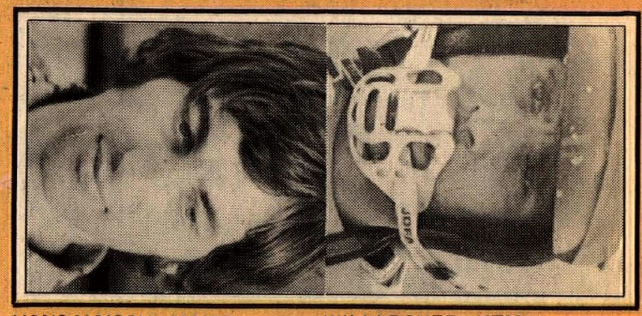
JOEL ROBERT'S SELF SPONSORED PUCH

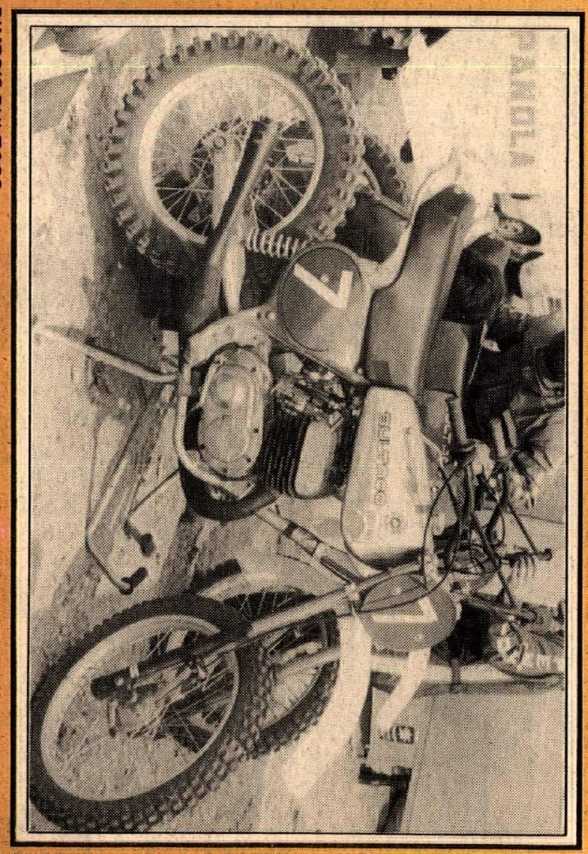
ADOLPH WEIL MAICO HARRY EVERTS PUCH



HANS MAISCH MAICO WILLI BAUER KTM

GUNNADY MOISSEEV KTM JOEL ROBERT PUCH

FOUR TIME WORLD CHAMPION ROGER DECOSTER



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CENTRAL PIPELINE

Bowman's broom breaks before double sweep at Roland

By Jack B. Harwood

ROLAND, OK., APRIL 11

On his way to a clean sweep, one of Gary Bowman's Yamahas broke in the last lap of the last Open moto. But before that happened he wrapped up the 125 field with two convincing wins. After working his way to the front in the Open clash, Bowman took the first moto. In the second moto, he and Wendell Woolard battled for the lead until Bowman pulled away with a half-lap lead in the late laps. But a broken and jammed rear brake put a stop to his sweep on the last lap, letting Woolard by for a 2-1 and first place money.

The best racing of the day began with the 250 start. Chip Day took the first moto from flag to flag. But on the way, Bill Eddy, Jerry Pate and Mike Palmer took turns at taking over. Pate faded in the late laps, and Bill Eddy rolled in behind Day for second. In the second 250 moto, Day charged out front, but dropped back to fourth when a missed gear let the other front runners by. Before the end of the moto, Day had reeled in all but Eddy, thus ending the day for Day, who had to settle for a 1-2 and second place bucks.

In the Open Amateur battle, Mike Englen roared out front on his 500cc Yamaha, but lost first place to Bob Frazier in the rough stuff in both motos. •

Results in Results Section.

Another Cyclerama mudder

SAN ANTONIO, TEX., APRIL 25

Patience was indeed a virtue for all the MX'ers who dared to attack Cyclerama's infamous rain soaked course. After a week of rain and taking the effects of a few surrounding area Saturday night tornadoes . . . to the amazement of all . . . the sun shined welcomely on the sand gutted course. With extended practice, in hopes that the day would warm rapidly and the bikes would do their work in berming and drying the track, competition began a half hour late. And when it did, the general consensus gave *"mud"* a first in both motos.

Bob Bowden's Can-Am and Bul-ish Keith Johns were in complete control of the 250 class throughout both motos. Michael Gilkey (C-A); and Todd Sanford (Hus); brought forth excitement in the conquest for third and fourth during Moto One. Sanford met an unexpected mishap on the back stretch and finished by limping slowly off the course with a sprained ankle for Moto Two. Gilkey though, wasn't relieved of all pressure, Mike Greco (Kaw) took up where Sanford left off and proved that fourth overall, with the conditions as they were, was well worth the effort.

Suzuki-er Alan Davis and Cycle City's Bob Burkhart (Hus) performed poetry in motion during Moto One of the Open class. Burkhart suffered the effects of receiving all the mud and water Davis could grind through, but final lap expertise and mechanical difficulties for Davis, gave Burkhart a well fought win. Wetmore's Husky rider Walt Zettner and Yamaha of S.A.'s Dave Parker were key features in the acquisition of second and third. Moto One was frustration's child with Parker being lapped in the third and Zettner being lapped in the fourth, but with the perseverance that every MX'er thrives on — Parker un-lapped

PHOTOS BY JACK B. HARWOOD

Gary Bowman missed a double at Roland MX by a brake spring.

Chip Day likes to test every position before winning Roland's 250 Pro go.

himself and settled for a second – knowing that Moto Two would be different. The dropping of the gate found Burkhart, Parker, Zettner and Davis ready to fight each other in addition to the mud. But, for Burkhart, he also had to fight with mechanical problems brought on by nature (water splashed into the kill switch), which ultimately lost him the race. And in the distance, one could see Parker slinging mud to Davis . . . Davis, in turn (not wanting to be greedy), letting it splash on to Zettner, who – through all calculations – carried an extra five pounds of gentle cycle soil to his third place win.

Johnny Caughman (Hon) a relative newcomer to Cyclerama's soil – kept the 100s in hot pursuit through both motos. Ray Geis (Yam), Fred Hall and Kyle Powell didn't quite know who to watch out for. Moto One saw a final lap battle between Geis and Hall, but Geis wouldn't surrender to the attack and Hall settled reluctantly for a third. Moto Two saw Mike Sturdivant (Yam) pick off one man after another (including Hall who succumbed to mechanical problems) and finished his racing day with 6-3 wins for fourth overall. With Hall, unfortunately out of the way, Powell surged forward and dared anyone to try to take second away (including Sturdivant), and in doing so, Powell's 4-2 brought second overall.

For Moto ONe, mini-biker Clay Cauthorn (Yam) whipped expertly through the first turn slush hole and took an early lead with Frank Tello close at his heels. Taking a bit more time and patiently instigating the trouble spots, Kexl Kid Joe Davis (Yam) held tight to third, leaving Jaime Killion (Yam) with a secure fourth. Moto Two created disappointment for Cauthorn who took a slow start off the gate and was unable to meet Tello's surge to first. Cauthorn finished the day with 1-3 wins and second overall. Tello, knowing he had this moto safely under his helmet (and first overall with 2-1), could be seen periodically glancing over his shoulder just for security. ●

Results in Results Section.

Mike Jones breaks losing streak at Mineral Wells

By Diane Polley

MINERAL WELLS, TX., APRIL 25

The Texas Hillclimbers Assocation invited hillclimbers back to the Moline Ranch near Mineral Wells to christen a completely redesigned 350 foot hill. The bottom was steeper and the 50 foot flat at 200 feet was eliminated. Even though this made the hill about 50 feet shorter it was harder to top. In an effort to make it easier to use exhibition type tactics the THA permitted riders to take both regular class or both exhibition runs at one time.

Only one rider took advantage of it. In the first half Henry Polley on a 750 Triumph used chains on his bike, even though his times did not place he really caused a lot of comment. Tom Hairston, who had quick change wheels, tried his own invention. He made a tire with nuts and bolts for a studded effect for his 1000 Triumph and used it on his first run in the Exhibition class and for the second try he used a chain. It is nice to see people trying new ideas even though it takes a while to get used to them.

Mike Jones finally seemed to get the feel of his new 1000 Triumph and without any tricks powered his bike over in 7.49 seconds in the 1500 class for a first, and just to show he really knew how to do it he set a 7.32 seconds time in the Exhibition class for top time of the day. The only other rider to get in the sevens was Gary Chandler on an 800 Triumph with 7.70 seconds for first

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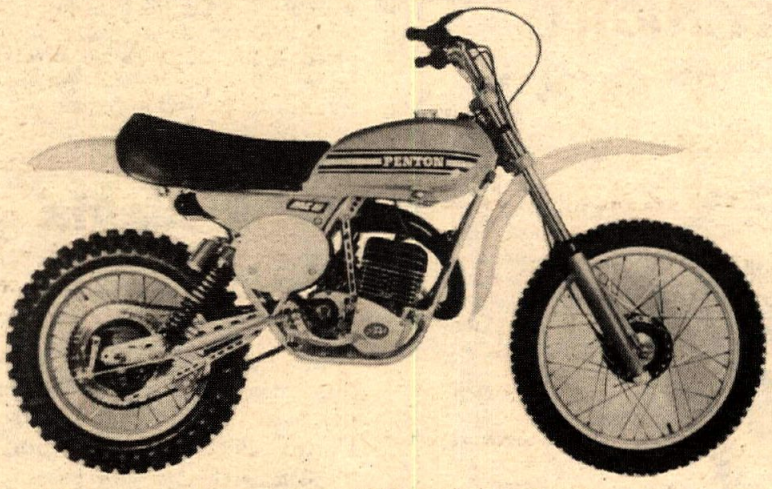

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Gene Durham and Mike Ahern team up for 3rd in the 250cc class!

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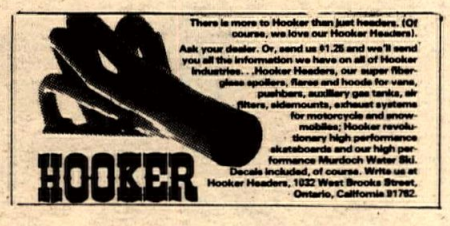

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CENTRAL PIPELINE

PHOTOS BY ACTION OZ

Ghost riders in the Berthoud dust.

SRAC Dirt Rider MX

By Action Oz

BERTHOUD, CO., MAY 2

Under a perfect sky and little dust, the Valley Dirt Riders got off a beautiful day of motocross. Danny Peek of Lakewood on a Yamaha pulled off an overall in the 80cc Novice class. Danny ran a smooth two motos for the first overall with Mark Gilseth coming in second.

The 125 Novice class had a fine turnout (44) had plenty of competition as each rider felt he had a chance for the overall. The racing was superb as all the riders went for it. There can only be one winner, however, and Steve Kolias of Aurora was it. Steve ran two fine motos to take the overall as Bret Marick of Cheyenne, Wyoming followed close by in the second spot.

The 125 Expert race was, as it turned out, up for grabs. Albert Firestine motored away, in the first moto, as his only competition, Stacy Smith, suffered from throttle problems. Firestine ran a great first moto to really walk. The second moto was a different story. Firestine was in the lead with no Smith to follow (mechanical problems) and was motoring away when he did the unpardonable — he came off. Gary Duncan, who had popped to the top off the scratch only to be passed by Firestine took over first overall. It was a good ride and Duncan earned the win.

Gary Glasenapp put on his race face for the 250 A class and even though he didn't pull an outright win in either moto, did well enough to take the overall with Jack Todd of Littleton wielding his Maico to the No. two spot. Stacy Smith would have made it a little tougher for Glasenapp as he came off the line on his Maico in first spot. One problem — he came off hard on an off camber turn and hurt his elbow and leg. We all hope that it was not too serious and that Smith will be in the lineup again soon. Todd came on, in the Open class, to take it with a smooth to first overall. Mark Poindexter on his Yamaha followed in for the second overall. •

There were several new faces at the event. Tracy Davidson on a 125 Yamaha did very well for a first timer. He went over on both tries but his first time of 13.29 was the best and earned him a second. In the Powder Puff class Kathy Hessel borrowed Teresa Provazek's 100 Kawasaki and took it up the hill to 150 feet for a fourth.

The class that was full of surprises was the 250. Some of the best rides of the day came out of this class. It is one of the most competitive classes this year and only one previous winner, Thurman West on a 250 Bul, was able to place with a third. On his first time out on an Ossa Norris Meeks really made first place winner Duffy Douglas worry when he set a 9.65 for second. Wayne Wilhite was not far behind in fourth. •

John Atkins prepares to eat someone's dust at SRAC MX.

CALENDAR

Calendar listings are a free Cycle News service. Check on an event by calling the phone number listed before going. Information, changes, and cancellations are the sole responsibility of the promoters. All information MUST be in writing. We will not accept calendar items without the name and current phone number of the person sending us the information. We are absolutely not responsible for any information given over the phone. We reserve the right to edit all calendar listings and to reject information not meeting our guidelines. All calendar items must arrive by noon Thursday for the following week's issue.

May 13

AMA SPEEDWAY
County Fairgrounds, 344 Tully Rd., San Jose, Calif. 1/7 mi. track. Start 8:15 pm. Adults $4, kids (6-12) $1. Bob Barkhimer Assoc., Inc., 14 Camp Evers Lane, Scotts Valley, CA 95066. 408/438-3210.

CMC MOTOCROSS
Ascot, Gardena, Calif. Gate open 5 pm, prac. 6-7, race 7:30. Admission $3. HS students $2. Free parking. Trophies & prizes. 213/323-1142.

SRA SPEEDWAY
Irwindale Rcwy., Irwindale, CA. Starts 8 pm. Watch $3.50 adults; $2.50 Jr.; $1 kids 8-12. 213/334-4949.

R.A.C.E. MX
Corona Rcwy., Corona, Calif. Fwy. 91 to Pierce or Magnolia off. Prac. 6 pm, race 7. Entry $5. All classes. 200% Ex. p.b. 30% same day brass. 714/735-1705.

May 14-15-16

BAKERSFIELD CUSTOM CAR ROD & MC SHOW
Goode Auditorium, Kern Cty. Fairgrounds, Bakersfield, Calif. Fri. & Sat. 6 pm-midnight. Sun. 1-8 pm. 213/588-1934.

May 14

AMA PRO TT
Oregon Sidewinders Track, 13500 SE Lawnfield Rd., Clackamas, Ore. $1500 purse. 503/659-1830, 659-1022.

CMC NIGHT MX
Irwindale Rcwy., Irwindale, CA. Gate open 4:30 pm, prac. 6-7, race 7:30. Entry $6 per class. Watch: $3.50 adults; $2.50 Jrs., $1 kids 8-12 yrs. 213/334-4949.

AME NIGHT MX
Indian Dunes, Valencia, Calif. Sign up 6-7:30 pm, prac. 7, race 8 pm. Entry Spts. $5/Pro $10. Post only. Memb. req. $8. 100% Pro p.b., 30% brass. $4000 med. cov. AME, PO Box 1421, Reseda, Calif. 91335. 213/581-5778.

AMA PRO HALF MILE
Ascot, Gardena, Calif. Starts 8 pm. 213/321-5323, 323-5055.

CENTRAL

ROSS DOWNS AMA PRO SHORT TRACK
Ross Downs, on Hwy. 121 Business btwn. Ft. Worth & Grapevine, TX. Prac. 7 pm, race 8. $1200 purse. 214/276-0409, 481-1071.

May 15

DRA SILVER CUP INVITATIONAL
California City, Ca. Start 10 am. Only top pt. riders invited. 714/373-4647.

OWL HOOT POKER RUN
Lucerne Valley, Calif. Saturday night, for those riders with headlights. Easy course. $3 post only. Check out your lights & night riding technique before Greenhorn. For info. CRC 714/689-6114 days.

ELSINORE TT
Elsinore Raceway. Hwy. 71 at Lugonia, Lake Elsinore City, Calif. Beg-Ex sign up 6 pm, prac. 7, race 8 pm. Gate $2, race $3. 20% brass. Clubs & groups ride own class. 714/674-5383, 826-2386.

MOUNTAIN VIEW MX
Sandy, Ore. Hwy. 211 from Sandy, L on Bornstedt Rd., R on Rude Rd., 4 mi. Gate open 8 am, pract 9, race 10:30. All Classes. Entry $7/$10. 100% Pro p.b. Motorsports Intl. sanction. 503/668-7254.

AMA PRO HALF-MILE
Tulare Fairgrounds, S of Tulare, Calif. Start 8 pm. $1000 purse. Gate open 3 pm, close 5 pm, race 8 pm. Tulare Trackmasters Inc. 13485 Ave. 232, Tulare, Calif. 93274. 209/732-9119.

CENTRAL

D-20 AMATEUR SHORT TRACK
Buffalo Park Speedway, 2 mi. W of 135E on Beltline Rd., Carrollton, Texas. Pits open 6 pm, race 8. Additional info. Amateur Dept. AMA, PO Box 141, Westerville, Ohio 43081. 214/242-5236.

May 15-16

NMA CHAMPIONSHIP SERIES MX
Williams Rcwy., Las Vegas, Nev. NMA memb. req. Class for every rider & bike. Mail entry to Las Vegas MX Club, 560 E. ST. Louis, Las Vegas, Nev. 89104. 702/734-6703.

May 16

SAN JOSE NAT'L MILE
Santa Clara Fairgrounds, San Jose, Calif. $17,000 purse. Camel Pro Series. Promoted by Bob Baarkhimer Assoc., Scotts Valley, CA.

DRA RARE DESERT SCRAM
California City, CA. 0-200 Beg., Beg. PP & minis start 8 am: 250 & Open Beg, Sr. Beg. start 9:20 am: 0-200 Nov., Nov. Sr & Nov PP 10:40 am; 250 & Open Nov 12 pm: All Am & Ex 1:20 pm. $415 purse, 20% brass. $3000 med. Limed from 17 mi. N of 4/corners, Hwy. 395, L side, also from Cal City Golf cse. 714/373-4647.

CMC MOTOCROSS
Saddleback Park, Orange, Cal''. Jr/Int $7 mail, $10 post. Pros $12 mail, $15 post. Gate open 7:30 am, sign up 7:30-8:30, prac. 8-9, race 9:30. CMC, PO Box 1402, Costa Mesa, Calif. 92626. 714/557-3323.

CHERRY CREEK HARE N' HOUND
Cherry Creek, Eureka, Utah. Lime & signs from Hwy. 50 to race area, from Jericho Jct. D-26 AMA pts. Mail entry $13 closes May 1. Post entry $17. Salt Lake MC, PO Box 1711, 801/277-5526, 583-0394.

SRA RIVERSIDE GP
Riverside Int'l Rcwy., Riverside, Calif. Off road cse. 70 mi. races for all classes inc. Beginner, Nov., & Advanced. Team races also. Fin. pins & 20% brass. 213/320-1015.

CRC MOTOCROSS
Indian Dunes Valencia, CA. Int'l cs[illegible] 'l classes, minis & [illegible] welcome. $7/$1[illegible]. Non-memb. add [illegible] cash to Ex., 30% brass same day. 213/830-7519.

$1000 purse

CMC BOSS SEMI PRO MX
Argyll Park, Dixon, Calif. Hwy. 113, 12 mi. S of Dixon. All classes. Gate open 6:30 am, race 9. Entry $8/$15. 100% Pro p.b. + 10% to Pro pt. fund. 30% brass. 916/635-5240.

SLED RIDERS BENEFIT EURO SCRAMS.
De Anza Cycle Park, Sunnymead, Calif. Hwy. 60, Theodore exit. Approx. 7 mi. course. Entry $5 D-37 memb., $7 non-memb. $2 gate for all weekend. Camping welcome. Beg. 7 am; Women 8; Sr. 9; 250 Nov 10; 250 Am/Ex 11; Div II & Trail Nov noon; Div II & Trail Am/Ex 1 pm; Open Nov 2; Open Am/Ex 3 pm. All proceeds to Rodger Reed D-37 pts. Sled Riders MC. 714/772-7937.

AFM NO. ROAD RACE
Sears Pt. Rcwy., Hwy. 37 & 121 in Sonoma Cty., Calif. All classes. Pre-entry deadline is May 12. $15 first bike; $7 extra class. Post entry $18/$8. Memb. req. Send pre-entry to AFM, 6548 Wyndham Dr., No. 2, Sacramento, CA 95823. Gates open 8 am, prac. am, race pm. 415/938-3178, 547-2947.

D-37/D-38 MOTOCROSS
Carlsbad Rcwy., Carlsbad, Calif. Start 9 am. Entry $7. Nov. race first sign up 7 am, prac. 8, race 9. Ex/Am/Women/Hacks sign up 10 am, prac. 11:30. Dirt Bike Promotions. 714/560-0426.

D-36 SEMI PRO ST
Triple M Spdwy., Simpson Ln., Marysville, CA. E on N. Beale Rd. to Simpson-Hamilton Rd., L to Simpson Ln., L to track. Sign up 8-10:30, race noon. Entry $5/$7 Ex. Minis thru 360cc. LTD Racing Promo. 916/742-1653.

CRC GULLY WHOMPER FAMILY ENDURO
Lucerne Valley, Camp Rock Rd., CA. 2 loops. Start 8:01 am. 20% brass. Mail $10 & 2 sase to CRC, 7601 Arlington Ave., Riverside, CA 92503. $2 disc. to memb. 2 & 3 man teams add $1 per rider. $12 post. 714/689-6114.

CMC MOTOCROSS
Prison Hill-limed from Stewart exit, Carson City, Nev. 89701. Sign up 6-8 am, 8-9 prac., 9:30 race. Nov/Int $7 mail, $9 post; Ex. $15 post. 100% Ex. p.b. GP Productions, 101 Conestoga No. 50, Carson City, NV 89701. 702/883-5830.

URA LAME PUPPY FAMILY ENDURO
Red Mtn., Trona Rd., Calif. 3-30 mi. loops. PP & -16, 1 loop, C riders 2 loops, A&B 3 loops. First out at 8:01 am. Sat. nite campfire party (BYOB). Entry mail $10, post $12. URA memb. discount $2. Family teams no extra. 2&3 man teams add $1 per rider. URA, 6600 Gerald Ave., Van Nuys, CA 91406. 213/787-5208.

MOTOCROSS
Edwards A.F.B., corner Forbes & Lancaster Ave. Antelope Valley Fwy. to Rosamond, CA. Rosamond Blvd. to Edwards. Sign up 7-8:30 am, race 9. Entry $6. Same day brass. No Pro class. Free camping. Desert Wheels MC. 805/258-4250.

D-36 SEMI PRO MX
Plymouth Rcwy., Plymouth, Calif. Hwy. 16 E from Sacto, Hwy. 50-Hwy. 49 E from Placerville, Calif. Gate open 6, race 9. Entry $8/$15. $3 watch. 100% Ex. p.b. 916/961-1211.

D-35 MOTOCROSS
Spillway Pk., Santa Maria, Calif. U.S. 101 to Santa Maria Riverbed, take Broadway off-ramp. Prac. 8:30, race 9 am. Entry $5/$11 Pros. $4000 rider med. cov. 30% brass. 100% p.b. Pros. Free camping. 805/937-6171.

CENTRAL

X-CNTRY MARATHON
VDR MC Park, 50 mi. N of Denver, Colo. at Berthoud exit off I-25. 125/175/250 Open classes. Pre entry $10, post $14. Start 11 am. Riders meet 10 am. GP start. 33% btass & gift certificates. Overall trophy. Centennial Yamaha, 516 S. Lincoln Ave., Loveland, Colo. 80537. 303/667-8949.

KMSA MOTOCROSS
Wichita, Kans., 63rd St. South, 143rd St. East. Start noon. Entry $3/$5 Ex. Ex. paid off by moto & overall brass to Jr/Beg/mini classes. 316/776-2539, 788-2098.

50 MI CROSS COUNTRY
Midado Raceway, Stephenville, Tx. Start 11 am. Entry $4, $2 gate. NTTRA Team rider add $1. Trail Bikes $2. 817/965-6179.

May 17

D-36 MEETING
Fairfield Holiday Inn, off Hwy. 80 8 pm. Referee & Competition Committee meeting.

May 19

CMC HSMX
South Bay Park Spdwy., Otay Mesa, CA. I-805 S of Chula Vista, Otay Mesa Rd. off-ramp, 4 mi. E. Pit gate open 4:30 pm, prac. 6, race 7:30. Entry $6. $3000 med. cov. 714/420-7414.

May 20

CMC MOTOCROSS
Ascot, Gardena, Calif. Gate open 5 pm, prac. 6-7, race 7:30. Admission $3. HS students $2. Free parking. Trophies & prizes. 213/323-1142.

AMA SPEEDWAY
County Fairgrounds, 344 Tully Rd., San Jose, Calif. 1/7 mi. track. Start 8:15 pm. Adults $4, kids (6-12) $1. Bob Barkhimer Assoc., Inc., 14 Camp Evers Lane, Scotts Valley, CA 95066. 408/438-3210.

SRA SPEEDWAY
Irwindale Rcwy., Irwindale, CA. Starts 8 pm. Watch $3.50 adults; $2.50 Jr.; $1 kids 8-12. 213/334-4949.

May 21

AME NIGHT MX
Indian Dunes, Valencia, Calif. Sign up [illegible] 7:30 pm, prac. 7, rac[illegible] m. Entry Spts. [illegible] $10. Post only [illegible] req. $8. 100% Pro [illegible], 30% brass. $4000 med. cov. AME, PO Box 1421, Reseda, Calif. 91335. 213/581-5778.

$1000 purse

CMC NIGHT MX
Irwindale Rcwy., Irwindale, CA. Gate open 4:30 pm, prac. 6-7, race 7:30. Entry $6 per class. Watch: +3.50 adults; $2.50 Jrs.; $1 kids 8-12 yrs. 213/334-4949.

AMA PRO HALF MILE
Ascot, Gardena, Calif. Starts 8 pm. 213/321-5323, 323-5055.

May 22

SANTA ROSA SHORT TRACK
Chris Beck Arena, Santa Rosa, Calif. All classes & minis. Sign up 3:30-5:30, prac. 4:30-5:30, race 6 pm. Entry $3.50. D-36 rules enforced. North Bay MC. 707/546-3903, 823-7571.

D-36 TT & ST
Willow Creek Park, Willow Creek, CA. Hwy 299 to Willow Creek, turn at Chevron Sta. to Pk. All classes & minis. Sign up 4:30 pm, race 6 pm. 100% p.b. Entry $8/$12 Ex. Far West MC. 707/822-3654, 443-8031.

ELSINORE TT
Elsinore Raceway. Hwy. 74 at Lugonia, Lake Elsinore City, Calif. Beg-Ex. sign up 6 pm, prac. 7, race 8 pm. Gate $2, race $3. 20% brass. Clubs & groups ride own class. 714/674-5383, 826-2386.

AMA AMATEUR SCRAM.
Oregon Sidewinders Track, Clackamas, Ore. Minis thru 500cc. Pit gate closes 6:45 pm, races 7 pm. 503/659-1830, 659-1022.

AMA SEMI PRO HALF MILE
Tulare Fairgrounds, Tulare, Calif. $1200 purse. Gate open 3-5 pm, prac. 4-5, trials 6, race 7:45 pm. Mini thru Open. $5 N/J; $8 Ex. entry. $300 Ex. p.b. Tulare Trackmasters. 209/732-9119.

D-36 TT
Fremont Rcwy., Fremont, Calif. All classes & minis. Open 4 pm, prac. 5, race 6:30 pm. $4 ride, $3 watch. 415/651-2545, 327-4461.

May 23

2nd WORLD CHAMPIONSHIP HILLCLIMB
De Anza Cycle Park, 10 mi. E of Riverside, Ca. on Hwy. 60, Theodore off-ramp. $5225 purse, 4 classes. 0-125/$10 entry; 126-250cc/$20 entry; 251-501cc/$20 entry; 502-Open/$30 entry. Mail entry only. De Anza Cycle Pk., PO Box 973, Sunnymead, CA 92388. 714/653-5840, 528-2314.

D-36 SEMI PRO MX
Helvetia Pk, West Sacramento, Calif. Hwy. 16 btwn. W Sacto & Woodland. Gate open 6:30, race 9 am. Entry; minis $6, Sptsmn $8/$15. All classes. Bonus brass. Camping. 916/391-1241, 988-2137.

CMC MOTOCROSS
Redding, Calif. S. 99 to Clearcreek Rd., 8 mi. to water tower, L Cloverdale Rd., 3 mi. to track. Gate open 8 am. Entry $8. Action Racway. 916/241-1100.

CRC MOTOCROSS
De Anza Cycle Park, Sunnymead, Calif. All classes, minis & gals welcome. $6/$10 Ex. entry. Non-memb. add $2. Cash to Ex., 30% brass same day. Free camping. 213/830-7519.

MOTORCYCLE SWAP MEET
Great Western Exhibit Center, Santa Ana Fwy. at Atlantic on Eastern Ave., Los Angeles, Calif. 9 am-2 pm. Selling spaces $8. R.G. Cannings, PO Box 400, Maywood, CA 90270. 213/588-7310.

KIT CARSON ENDURO
Post Stock MC. 726 S. Laurel, Stockton, Calif. 95205.

D-36 SEMI PRO MX
Salinas Sand Pits. Opposite Crazy Horse Cyn. Rd. Approx. 12 mi. S of Gilroy, 10 mi. N of Salinas, Calif. Full prog. All classes. No minis. Gate open 6:30 am, sign up 6:30-8:30, prac. 7:30-8:30, race 9. $6 to ride/$15 Semi Pro. 100% p.b. $2 admission. Riders Unltd., MC. 408/296-1371, 984-3383.

AME MOTOCROSS
Indian Dunes, Valencia, Calif. Gate open 7 am, sign up 7-8:30, prac. 8, race 9 am. Entry Sptsmn. $7 mail/$10 post; Pros $12 mail/$15 post. Memb. req. $8. $4000 med. cov. Mail entry must be rec. Fri. before race. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

CMC B.O.S.S. SEMI PRO MX
Marysville E. St. Bridge. Feather River Blvd. S. under Fwy. 1 blk, R to track. Gate open 6:30 am, race 9. Entry $8/$15. 100% brass to minis, 30% all others. 100% p.b. to Pros + 10% to Pro pt. fund. 916/635-5240.

CALENDAR

VIEWFINDERS

Send any standard entry form & S.A.S.E. Must include a photo copy of your rider classification card!

A.M.A. Dist. 37 & 38

GRAND PRIX '76

9th ANNUAL

JUNE 5th SAT. & 6th SUN.

CARLSBAD RACEWAY

• Entries Open April 8th - Close May 21st
• Make Checks Payable to Viewfinders M.C.
• Entry $12.00 Post $25.00 No Refunds
• Sat. 0-250cc Nov. Am. Ex. 2 Hr. Races
• Sun. Open - Women - Oldtimers 2 Hr. Races
• Side Hacks 1 Hr.

Starting position - all classes will be determined by postmark!

★ SPECIAL ★
4-Stroke Only Clr
$6.00 Entry -
1 Hr. Race

★ IMPORTANT ★
Entry must include (2) S.A.S.E. and must include a photo copy of your rider classification card!

MAIL ENTRIES TO:
OPEN class
Viewfinders GP
5080 Marmol Dr., Woodland Hills, Ca 91364•213/340-8916

0-175cc
Viewfinders GP, 5417 Lockhurst
Woodland Hills, Ca 91364•213/340-2366

176-250cc
Viewfinders GP, 5451 Marathon
Hollywood, Ca 90038•213/396-6469

* 4 stroke * Old Timers * Women's Div. * Side Hacks
Viewfinders GP
319 Alvardo St., Balboa, Ca 92661•714/673-5875

NAME _____ AGE _____
ADDRESS _____ PHONE _____
CITY _____ STATE _____ ZIP _____
CLUB _____ SPONSOR _____
Dist. riding no. _____ Bike _____ CC _____
CIRCLE ONE: 4-Stroke * Old Timers * Women's Div. * Side Hacks * Expert Nov. * Amateur
SIGNATURE _____ NOTARY (if under 18)

Ride With The Best
CMC
Continental Moto-Sport Club

1st and 3rd SUNDAYS - SADDLEBACK
Jrs., Inter.:$7 mail, $10 post; Pros: $12 mail, $15 post Gate opens 7:30, sign-up 7:30-8:30, practice 8:00-9:00, first event 9:30

2nd and 4th SUNDAYS - CARLSBAD
Jrs., Inter.:$7 mail, $10 post; Pros: $12 mail, $15 post Gate opens 6:30, sign-up 6:30-8:30, practice 7:30-8:30, first event 9

ALL 5th SUNDAYS - SADDLEBACK
EVERY FRIDAY NIGHT - IRWINDALE

CMC LICENSE REQUIRED $8.00 PER YEAR
$3000.00 MEDICAL INSURANCE
CMC NO.1 RECEIVES NEW VAN!!
CMC Box 1402
Costa Mesa, Ca.
(714) 557-3323 MON-FRI 10am-3pm 92626

SADDLEBACK
Saturday Moto-cross
$3,000 Medical Insurance
3-20 minute motos-Jrs. & Beg.
2-40 minute motos-Int. & Pros.
May 15 — Motocross
May 22 — MX using long course (same as Trans Am series)
May 29 — Motocross
June 5 — MX-Start of Big Series, 1st prize . . . Suzuki RM 370
24 hour Info call 714-830-8010
Gate opens 7:30, Practice 8:00, Race 9:00, Finished by 2:30
Beg., Jrs., Int., $8.00, Pros. $13.00
No membership or mail entry required.

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Put the Fun Back in Your Desert Racing with a '76 DRA membership
30 Times a Year
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DRA, PO Box 2605. California City, CA 93505,
info: 714-373-4647

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213-345-5049
Ride the races for riders . . . promoted by fellow riders!
District 37 AMA!

GRANNY RUN FAMILY ENDURO
N. of Victorville, Calif., Sidewinder Rd. exit of I-15, marked from Fwy. Start 7:01 am. Entry mail $7/1 loop; $8.50/2 loops. Post $8.50/1 loop; $9.50/2 loops. All classes & teams, 20% brass, super pins. Pomona Valley Desert Riders. 714/626-7696. PO Box 282, Montclair, CA 91763.

D-37 WORLD CHAMP H&H
Koehn Dry Lake, Calif. Limed from Hwy. 14 on Red Rock, Randsburg Rd. & from Hwy. 395 in beautiful downtwon Red. Mtn. Starts Koehn D.L., finish at Charlie's Wagon Wheel. Fin. pins. Pie plates welcome. $10 entry. Start 9 am. Only D-37 pt. to pt. H&H in Calif. for '76. Prospectors MC. 213/834-8996. after 6 pm.

AMA SMOOTH SCRAMS
Pioneer Arena, Oakdale, Calif. S. on Pioneer off Hwy. 120 btwn. Oakdale & Escalon. Sign up 7:30-10:30 am, race noon. Entry $3.50/$1.50 2nd bike. Watch $2.50. Ex. $3.50 at gate + $2.50 at sign up. 100% p.b. to Ex. 209/869-1457.

MOUNTAIN VIEW MX
Sandy, Ore. Hwy. 211 from Sandy, L on Bornstedt Rd., R on Rude Rd., 4 mi. Gate open 8 am, pract 9, race 10:30. All Classes. Entry $7/$10. 100% Pro p.b. Motorsports Intl. sanction. 503/668-7254.

AFM ROAD RACE
Riverside Int'l. Rcwy., Riverside, Calif. Hwy. 60 E of Riverside to Day St. Prac. 9 am, race 1 pm. Entry, pre $15; post $17. Gate open 7:30 am. All classes & sidecars. AFM, 13813 Caulfield Ave., Norwalk, CA 90650. 213/921-5667.

D-36 SEMI PRO SHORT TRACK
Dears Pt. Rcwy., Gate 5 off Hwy. 121, Sonoma Cty., Calif. 1/8 mi. track. $5 ride, $3 watch. 100% to Ex. Open 8 am, prac. 10, race noon. 415/327-4461, 707/948-8448.

MDRA DESERT SCRAM.
Ponderosa. Hwy. 14 to AVe. J in Lancaster, Calif. Ave. J E to 143rd St. Approx. 70 mi. Pre ride/sign up Sat. pm, Sun. am. 25% brass, fin. pins. All classes, no memb. req. Free camping. Entry $10. 714/874-1728 eves.

CMC JR/INT MX
Carlsbad Rcwy., Carlsbad, Calif. NO PROS. Gate open 6:30 am, prac. 7:30, race 9 am. CMC lic. req. Each class 1st ABC MX leathers; 2nd Bell Motostar helmet; 3rd helmet bag; 4th Bell jacket. Entry $7 mail/$10 post. CMC, PO Box 1402, Costa Mesa, Calif. 92626.

AME NORTH vs. SOUTH MX
Spillway Park, Santa Maria, Calif. U.S. 101 to Santa Maria River bed, Broadway off-ramp to Spillway Pk. Prac. 8:30 am, race 9. Entry $8/$20 Pros. $1000 guar. Pro purse. Post entry only 30% super brass. Free camping. Contingency prizes. 805/937-6171.

D-36 SEMI PRO MX
Salinas Sand Pits, Crazy Horse Cyn., Callif. All classes 100cc-Open. No minis. Sign up 6:30-8:30, prac. 7:30-8:30, race 9 am. Entry $6/$15 Ex. 100% Ex. p.b. Riders Unltd. MC. 408/296-1371, 984-3383.

CENTRAL

OKLAHOMA CITY NAT'L HALF MILE
Oklahoma State Fairgrounds, Oklahoma City, OK. $14,000 purse. Camel Pro Series. Promoted by Hugo's Enterprises, W ichita, KS.

May 27

CMC MX
Ascot, Gardena, Calif. Gate open 5 pm, prac. 6-7, race 7:30. Admission $3. HS students $2. Free parking. Brass & super prizes. 213/323-1142.

May 28

PACIFIC COAST AMA REGIONAL TT
Oregon Sidewinders Clubgrounds, Clackamas, Ore. $3500 purse. Oregon Sidewinders MC.

AMA PRO HALF MILE
Ascot, Gardena, Calif. Starts 8 pm. 213/321-5323, 323-5055.

AME NIGHT MX
Indian Dunes, Valencia, Calif. Sign up 6-7:30 pm, prac. 7, race 8 pm. Entry Spts. $5/Pro $10. Post only. Memb. req. $8. 100% Pro p.b., 30% brass. $4000 med. cov. AME, PO Box 1421, Reseda, Calif. 91335. 213/581-5778.

CMC NIGHT MX
Irwindale Rcwy., Irwindale, CA. Gate open 4:30 pm, prac. 6-7, race 7:30. Entry $6 per class. Watch: $3.50 adults; $2.50 Jrs., $1 kids 8-12 yrs. 213/334-4949.

D-36 BENEFIT TT SCRAMBLES
Lodi Cycle Bowl, Lodi, Calif. 10th Annual Archie Clark M.O.R.E. Benefit. Sign up 3:30-5:30, prac. 4:30-6, race 7. All classes & minis. Entry $3.50/$2.50 for 2nd bike. $2.50 to watch. 209/368-7182, 931-3722.

AMA WESTERN REGIONAL TT
Oregon Sidewinders Track, 13500 SE Lawnfield Rd., Clackamas, Ore. 8 pm. $3500 purse. 503/659-1830/659-1022.

May 29

CHAMPIONSHIP TUG-O-WAR
Red Mtn. CA. Follow line N from Red Mtn. Hwy. 395 & Trona Rd. Pacific Southwest Championship 6x6 Tug-O-War. Real water, lotsa action, super fun. 6 person teams. Guys, gals & kids. Start 7:30 pm. Entry 6 pack beer or soda per 6 man team. Stumpjumpers MC, Box 3823, Anaheim, Calif. 92803. 714/776-5236,778-6700.

MOUNTAIN VIEW MX
Sandy, Ore. Hwy. 211 from Sandy, L on Bornstedt Rd., R on Rude Rd., 4 mi. Gate open 8 am, pract 9, race 10:30. All Classes. Entry $7/$10. 100% Pro p.b. Motorsports Intl. sanction. 503/668-7254.

U.S. NAT'L. OBSERVED TRIALS
County Line Cycle Park on County LIne Rd., 2 mi. S of Hwy. 183 btwn. Dallas & Ft. Worth, Texas. Starts 10 am. Gated $3, under 12 yrs. free. North Texas Trials Assoc., 13208 Kerr Tr., Dallas, TX 75234.

D-36 TT SCRAM.
Lodi Cycle Bowl, Lodi, Calif. Sign up 4-6 pm, prac. 4:30-6, race 7 pm. Minis thru Open. Entry $3.50/$2.50 for 2nd bike. $2.50 watch. 209/368-7182, 931-3722.

ELSINORE TT
Elsinore Raceway. Hwy. 71 at Lugonia, Lake Elsinore City, Calif. Beg-Ex sign up 6 pm, prac. 7, race 8 pm. Gate $2, race $3. 20% brass. Clubs & groups ride own class. 714/674-5383, 826-2386.

CENTRAL

D-20 AMATEUR SHORT TRACK
Buffalo Park Speedway, 2 mi. W of 135E on Beltline Rd., Carrollton, Texas. Pits open 6 pm, race 8. Additional info. Amateur Dept. AMA, PO Box 141, Westerville, Ohio 43081. 214/242-5236.

May 29-30

OLD TIMERS NATIONAL MX
Daroga Park, Wash. Take-US 2, 16 mi. N of Wenarchee, WA to Orondo, take SR 151 6 mi. to Park. Wash. state Old Timers Assn. Chapt. 5. Team 29th 2 pm/Single & support 30th 9 am. Entry $18 pre/$25 post. $5 support. Joe MacKenzie, Star Rt., Box 47, Orondo, Wash. 98843. 509/884-5471.

30th ANNUAL GREENHORN ENDURO
Starts & finishes at John Muir High School, Pasadena, Calif. Starts 6 am. Day & night - 500 mi. Street legal, sil. & spk. arr. Dbl. D037 pts. Enclose 2 sase & $18. Pasadena MC, 9645 Ardendale, Arcadia, CA 91006. 213/447-6293.

May 30

STUMPJUMPERS HARE & HOUND
Limed from Red Mtn., CA, Trona Rd. 2x35 mi. loops. Tug-O-War Sat. night. 9 am start $8 to race. Special Beg. race (own start, one loop). Trophies & pins. Stumpjumpers MC. 714/776-5236, 778-6700.

CROSS COUNTRY
Smelterville, Idaho. 34 mi. E of Coeur d' Alene, Ida. on I-90. 10 am start. Entry $10. 60 mi. of trials for enduro riders. No lights or lic. req. 208/682-2022.

CMC NAT'L MX
Sacto OHV Park. 9 am. Entry $12. See May 30-31 listing. 916/635-5240.

BURNS TO BEND CROSS COUNTRY
Start, Bend, Ore., finish in Bend, Ore. Pre entry $25 by May 17, Post entry $40. All entrants rec. decal, t-shirt, riders inst., map. Approx. 150 mi. Ex. start 8:30 am; others 9:30 am. 33% brass. ODRA, 550Seneca Rd., Eugene, Ore. 97402. 503/686-8880, 345-5348.

D-36 SEMI PRO MX
Helvetia Pk, West Sacramento, Calif. Hwy. 16 btwn. W Sacto & Woodland. Gate open 6:30, race 9 am. Entry; minis $6, Sptsmn $8/$15. All classes. Bonus brass. Camping. 916/391-1241, 988-2137.

D-36 TT SCRAM.
Lodi Cycle Bowl, Lodi, Calif. Sign up 8-11 am, prac. 9:30-11, race noon. Minis thru Open. $2.50 to watch. Entry $3.50/$2.50 2nd bike. Three race weekend. KOA campgrnd. 1 mi. from track. 209/368-7182, 931-3722.

SHORT TRACK
Hermiston, Ore. 2 mi. SW of Hermiston on Westland Rd. Prac. noon, race 1 pm. Entry $3 per class. Class C tires. Blue Mtn. MC 503/567-5744.

CRC MOTOCROSS
Osteens Cycle Park, Pomona, Calif. All classes, minis & gals welcome. Entry $7/$10 Ex. Non-memb. add $2. Cash to Ex., 30% same day brass others. $3000 med. cov. 213/830-7519.

May 30-31

CMC NATIONAL MX
Sacto OHV Park. Hwy. 50 E. to Sunrise in Rancho Cordova, S 1 mi. to White Rock, L 7 mi., follow signs. $2400 Pro purse + 10% to Pro fund (totals $2640). 30% super brass. All classes inc. minis, OT, Vets. Gate open 6 am, race 9. Entry Spts $12/Pros $20. Sptsmn race only Sunday; Pros race mon. 916/635-5240.

D-36 SEMI PRO HALF-MILE
Orland, Calif. All Classes. Two days of Half-Mile. Spec. 750 class for Jr/Ex. Gate open 7 am, race noon. Minis welcome. Entry $4.50/mail; $6.50/post. ARagon MC, PO Box 1311, Novato, Calif. 94947. 415/892-5350.

May 31

CMC NATIONAL MX
Sacto OHV Park. Sign up by 10 am, Entry $20. $2400 purse. See May 30-31 listing. 916/635-5240.

MOUNTAIN VIEW MX
Sandy, Ore. Hwy. 211 from Sandy, L on Bornstedt Rd., R on Rude Rd., 4 mi. Gate open 8 am, pract 9, race 10:30. All Classes. Entry $7/$10. 100% Pro p.b. Motorsports Intl. sanction. 503/668-7254.

June 4

AME NITE MX
Indian Dunes, Valencia, CA. Sign up 6 pm-7:30, prac. 7, race 8 pm. Spts entry $5/Pro $10. Post only. Memb. req. $8, 100% p.b. 30% brass. $4000 med. cov. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

June 5

AMA AMATEUR SCRAM.
Oregon Sidewinders Track, Clackamas, Ore. Minis thru 500cc. Pit gate closes 6:45 pm, races 7 pm. 503/659-1830, 659-1022.

D-36 TT & ST
Willow Creek Park, Willow Creek, CA. Hwy 299 to Willow Creek, turn at Chevron Sta. to Pk. All classes & minis. Sign up 4:30 pm, race 6 pm. 100% p.b. Entry $8/$12 Ex. Far West MC. 707/822-3654, 443-8031.

CALENDAR

June 6

MOUNTAIN VIEW MX
Sandy, Ore. Hwy. 211 from Sandy, L on Bornstedt Rd., R on Rude Rd., 4 mi. Gate open 8 am, pract 9, race 10:30. All Classes. Entry $7/$10. 100% Pro p.b. Motorsports Intl. sanction. 503/668-7254.

CMC SEMI PRO MX
Action Raceway, Redding, Calif. S 99 to Clear Creek Rd., W 8 mi. to water tower, turn L at Cloverdale Rd., 3 mi. to track. Gate open 8 am, sign up 8-9, prac. 9-10, race 10:30. Entry $8/$15 Ex/Pro. Pee Wee $4. 100% p.b.

D-36 SEMI PRO MX
Santa Cruz Cty. Fairgrounds, Hecker Pass Rd., Hwy. 152, Watsonville, Calif. Sign up 6-9 am, prac. 8-9, race 9:30 am. Entry N/A $6.50; Ex. $15. 100% p.b. Ridge Runners MC. 408/426-3237, 475-3619.

June 10-12

SCORE BAJA INTERNACIONAL
Ensenada, Baja Calif. Race headquarters in Ensenada at Hotel la Pinta. New start in wash just off Ave. Lopez Mateos, SW of Tourist Bureau office. Entry $225 + $15 state fee, $15 insurance. $100 deposit req. SCORE headquarters, 20944 Sherman Way, Suite 115, Canoga Park, CA 91303.

June 12-13

MAMMOTH MX
Mammoth Lakes, Calif. Hwy. 395 thru Bishop to Mammoth. $7000 cash & prizes. 1st Ex. $500-pay to 10th. Entry $12 Jr/$22 Ex. Start 9 am. Mammoth MC, Box 482, Mammoth Lakes, Calif. 93546. 714/934-2571.

June 13

TT SCRAMBLES
Sidewinder Speedway, Kingman, AZ. 6 mi. E of Kingman, access at airport underpass. Sign in 10 am, race noon. Entry $4, $1 gate. 30% brass. 602/753-6470.

June 18

ROSS DOWNS AMA PRO SHORT TRACK
Ross Downs, on Hwy. 121 Business btwn. Ft. Worth & Grapevine, TX. Prac. 7 pm, race 8. $1200 purse. 214/276-0409, 481-1071.

June 20

CMC SEMI PRO MX
Action Raceway, Redding, Calif. S 99 to Clear Creek Rd., W 8 mi. to water tower, turn L at Cloverdale Rd., 3 mi. to track. Gate open 8 am, sign up 8-9, prac. 9-10, race 10:30. Entry $8/$15 Ex/Pro. Pee Wee $4. 100% p.b.

MDRA DESERT TEAM RACE
Ponderosa, Hwy. 14 to Ave. J in Lancaster, Calif. AVe. J E to 143rd St. Pre ride/sign up, Sat. pm, Sun. am 1-2 bikes, teams only. 25% brass, fin. pins. All classes, no memb. req. Free camping. Entry $20 per team. App. 80 mi. 714/874-1728 eves.

BIGGIES & SCHEDS

S.C.O.R.E. 1976 Off-road Schedule

June 10-12
Baja Internacional, Ensenada, Mex.

Sept. 3-5
World Championship, Riverside, CA.

Nov. 10-13
Baja 1000, Ensenada, Mex.

AMA National Enduro

5/29-30
Pasadena, Ca.
(Greenhorn, 500 mi.)
5/30
Lake Hope, Ohio
(Little Burr, 200 mi.)
6/6
Bristol, Va.
(Lonesome Pine, 100 mi.)
6/20
Minneapolis, Mn.
(100 mi.)
7/4
Holland, Mich.
(Seaway Festival, 100 mi.)
8/15
Macungie, Penn.
(Rock Run, 125 mi.)
9/4-5
Haughton Lake, Mich.
(Jack Pine, 400 mi.)
9/19
Alpine, N.Y.
(150 mi.)
9/26
Columbia, S.C.
(100 mi.)
10/3
Evansville, Ind.
(Black Coal, 100 mi.)
10/10
Odessa, Tx.
(100 mi.)
10/17
Rockford, Ill.
(125 mi.)
10/24
Tallahassee, Fla.
(Capitol City, 150 mi.
10/24
Oakland, Ca.
(100 mi.)
10/24
Potosi, Mo.
(Ozark Hillbilly, 125 mi.)
10/31
Eureka, Ca.
(150 mi.)
10/31
Cadiz, Ky.
(Twin States, 125 mi.)
11/7
Crescent City, Ca.
(Rattle Snake, 100 mi.0
11/14
Tulsa, Ok.
(John Xzink, 125 mi.)

1976 AMA Grand National Schedule

5/16 San Jose, Ca.	M
5/23 Oklahoma City, Ok.	HM
5/29 Louisville, Ky.	HM
6/4 Pontiac, Mich.	TT
6/5 Pontiac, Mich.	ST
6/12 Harrington, Del.	HM
6/20 Loudon, N.H.	RR
6/27 Columbus, Ohio	HM
7/4 Albuquerque, N.M.	M
7/10 San Jose, Ca.	HM
7/17 Castle Rock, Wa.	TT
7/24 Gardena, Ca.	TT
8/1 Monterey, Ca.	RR
8/13 Hinsdale, Ill.	ST
8/15 Terre Haute, Ind.	HM
8/22 Peoria, Ill.	TT
8/28 Indianapolis, Ind.	M
8/29 Indianapolis, Ind.	M
9/4 Talladega, Ala.	ST
9/12 Syracuse, N.Y.	M
9/18 Toledo, Ohio	HM
9/26 San Jose, Ca.	RR
10/3 Riverside, CA	RR
10/9 Gardena, Ca.	Hm

AMA Pro Motocross 125 National Championship

5/23
Buchanan, Mich.
6/20
Midland, Mich.
7/4
Bruceton Mills, W. Va.
8/1
Delta, Ohio
8/15
San Antonio, Tx.
8/22
Houston, Tx.
8/29
New Orleans, La.

250 National Championship

5/2
Forsyth, Ga.
5/16
Bruceton Mills, W. Va.

5/23
Allentown, Penn.
6/6
Southwick, Mass

ENTRIES NOW OPEN!
5TH ANNUAL **Granny Run**
FAMILY ENDURO BY PVDR

* 2 Loops – 65 Miles
* All Family and Team classes
* No Impossible Terrain
* PVDR, P. O. Box 282, Montclair, CA 91763 714/626-7696

May 23

CALL OR WRITE FOR COMPLETE INFORMATION TODAY!

Oregon Desert Riders Assn.
1st Annual
Burns to Bend
Sunday, May 30
Memorial Day Weekend
info: 503-686-8880 or 345-5348 eves.

Racing motorcycles beats working . . .

MX Every Thurs. Night
Corona Raceway
200% Expert Payback
30% Trophies
No High School MX competition
714-735-1705

ESCAPE COUNTRY
$1000 Expert Purse (all Classes) May 23
714-586-7964

FREE CALENDAR LISTING

All events must be received by noon Thursday to appear in the upcoming week's Cycle News. No listings can be accepted by phone. Fill out blank at right and mail to: Cycle News CALENDAR, P.O. Box 498, Long Beach, Ca. 90801.

You must fill out this form complete with your name and phone number (so we can check back with you) and mail it in plenty of time for it to reach us by noon Thursday, in order for it to appear in the next week's Calendar section. The more weeks it runs, the better you look – so get it in early! No phone calls, please. We can only guarantee accuracy on items we get in writing.

Date of Event _____ Time of event _____

Type of event *(TT, MX, Enduro, etc.)* _____

Entry fee _____ Sanction _____

Location _____

Mailing address _____

How to get there _____

Additional information _____

Your name _____ Number to call for info *(with area code)* _____

Rescue 3

Sled Riders

Dist. 37 AMA

Sunday, May 16
European Scrambles
Approx. 7 mile course
De Anza Cycle Park,
Sunnymead *Hwy. 60, Theodore exit*
Rodger Reed Benefit

★★★Trophies★★★
Sandwashes – Hills & no rocks
non-members welcome

Beginners class	7 am
Women's Div.	8 am
All Seniors	9 am
250 Nov.	10 am
250 Am-Ex.	11 am
Div. II & Trail Nov.	12 pm
Div. II & Trail Am-Ex.	1 pm
Open Nov.	2 pm
Open Am-Ex.	3 pm

$2.00 gate for all weekend
$5.00 to ride for Dist. 37 members
$7.00 to ride for non-members

CAMPING OVERNIGHT WELCOME
De Anza Cycle Park has a motocross Sat., May 15 8 am
Come early & ride motocross. Info: 714-772-7937

Prospectors M/C presents the

HERE TO THERE

approx. 125 miles

This is the ONLY D-37 Point to Point H & H in California for 1976!!!

Sunday ,May 23, 1976
Hare & Hound

For further info call 213-834-8996 after 6 pm
Start-Koehn Dry Lake-Finish-Charlies Wagon Wheel. . .
Neat Finisher Pins . . . Pie Plates Welcome!!!
$10.00 Entry . . . Start 9 am . . . Be There!!!

Limed North of Mojave on Hwy. 14 to Rogers Rd.
Turn right (East) on Rogers & follow lime to race site

Pasadena M C presents the 30th Annual

May 29 – May 30th

AMA Sanctioned

500 Mile Greenhorn Enduro

Double District 37 Points

Start & Finish in Pasadena

Call or write: **Pasadena M C**

21 E. Howard Pasadena, CA 91103 213-447-6293

What's happening? CALENDAR

Race with AME

A.M.E.

Indian Dunes
Friday, May 14
Friday, May 21 –
$1,000 Purse
Sunday, May 23
Friday, May 28

Edwards Air Force Base
Sunday, May 30 –
Sportsmen Only

info: 213-881-5778

SRA COMING EVENTS

May 16 Grand Prix

On the off-road course at Riverside International Raceway – 70 mile races for all classes including Beginner, Novice, and Advanced. Team races also – Finisher pins and 20% trophies.

May 23 Off-Road

Suzuki series – one hour event at Carlsbad. Starter & finish pin + two RM's to be given away at drawing after series. Medical insurance.

Sportsman Racing Association
PO Box 3882, Torrance, CA 90510
(213) 320-1015

AMC

RACE SCHEDULE
May 16 – No Race
May 23 – Saddleback
May 30 – No Race
June 6 – Carlsbad

INFO 714-581-2778

CRC Race Schedule
213-830-7519
May 16 – Indian Dunes
$1,000 Purse
$3,000 Medical Insurance

REGULARLY SCHEDULED EVENTS

To list your regularly scheduled event, fill in the calendar blank and your event will run until cancelled. Free of charge.

WEST

Motocross

ASCOT
Gardena, Calif. 213/323-1142. CMC MX every Thursday night.

CANYON RACEWAY
Phoenix, Ariz. 602/992-0359. Every Sunday.

CARLSBAD RACEWAY
Carlsbad, Calif. 1st & 3rd Saturdays "Pro Pot Purse" days; 1st Sunday AMC; 2nd & 4th Sundays CMC; 3rd & 5th Sundays AMA Dirt Bike Promo. 714/727-1171.

CORONA RACEWAY
Corona, Calif. R.A.C.E. MX. 714/735-1705. Open MX every Friday night.

CYCLE WORLD RANCH
Bullhead City, Ariz. 602/757-8303. Every 1st and 3rd Sunday.

DeANZA PARK
Sunnymead, Calif. Every Saturday & Sunday. 714/653-2633, 735-1301.

ESCAPE COUNTRY MX
Trabuco Cyn., CA. 714/586-7964. Every Sunday. Every Saturday.

EUGENE MX
Eugene, Ore. 503/344-0140. Every Sunday.

INDIAN DUNES PARK
Valencia, Calif. 805/259-8000. AME 2nd & 4th Sundays. AME every Friday night.

IRWINDALE RACEWAY
Irwindale, Calif. CMC Nite. 714/557-3323. Every Friday.

LIVE OAK RACEWAY
Yuba City, Calif. Live Oak Racing Assn. 916/673-1090, 673-7767. Every Saturday.

ORANGE COUNTY INTERNAT'L RCWY
East Irvine, Calif. CMC nite MX.
Every Wednesday.

SADDLEBACK PARK
Irvine, Calif. S.A.M. 714/830-8010. Every Saturday.

SANDHILL RANCH
Brentwood, Calif. 415/634-3328, 634-2086. CMC MX every Sunday.

VALLEY CYCLE PARK
Moorpark, Calif. 805/529-9546. Every Sunday. AME 1st & 3rd Sundays.

Dirt Track

CYCLE LAND SPDWAY
Chico, Calif. CMC Sportsman Short Track every Saturday night. 916/342-9302.

ELSINORE RACEWAY
Lake Elsinore, Calif. Night TT. 714/826-2386, 674-5383. Every Saturday night.

FREMONT RACEWAY
San Jose, Calif. Every Wednesday night Short Track. 415/651-2545, 327-4461.

MANZANITA SPEEDWAY
Phoenix, Ariz. 602/276-7575. AMA TT Scrambles every Wednesday night.

WEST CAPITOL RCWY
West Sacramento, Calif. Semi Pro TT every Friday night. CMC. Ends Sept. 10. 916/961-7484, 371-3050.

Meetings

ORANGE CNTY, CHAPTER M.O.R.E.
Pasadena Federal Savings, Cerritos, Calif. 7:30 pm. Every 1st & 3rd Tues. of month. 714/633-0100.

M.O.R.E.
San Fernando Chapter: 1523 Fifth St., San Fernando, CA. 213/361-8530. 2nd & 4th Tuesdays.

SAN GABRIEL VALLEY CHAPTER M.O.R.E.
Irwindale Inn, Irwindale, Calif. Every 2nd & 4th Tues. of month. 7:30 pm.

Hill Climb

SADDLEBACK PARK
Orange, Calif. Saddleback Hill Climbers Assn. 714/639-5832. Every 4th Sunday of month.

CENTRAL

Motocross

ANTELOPE CREEK MX
Borger, Tex. 806/273-6571, 857-3733. Every 2nd Sunday.

AUSTIN MX PARK
Austin, TX. Pro-Am, 512/451-2326. Every 1st, 3rd & 5th Sunday.

BARRON FORK MX
Tahlequah, Okla. 918/456-8421. Every 1st & 3rd Sunday.

BIG DUD
Albuquerque, N.M. 505/298-7013. First Sunday.

CENTEX MX PARK
Cameron, TX. Pro-Am. 817/697-2835. D-20. Every 1st & 3rd Sunday.

COAL CREEK RCWY
Lafayette, Colo. 303/443-0825. 2nd Sunday.

CNTY LINE CYCLE PARK
Irving, Tex. Pro/Am every 2nd Sunday. 214/438-1919, 817/461-3710.

HI-NOON OPTIMIST MX
Big Spring, Tex. 915/263-1278. Pro-Am. Every 2nd Sunday of month.

INDIAN TERRITORY RACEWAY
Prague, Okla. 405/567-2241. 1st & 3rd Sunday.

KLEBERG PARK MX
Kingsville, Tex. 512/595-5266, 592-1902. Every 1st Sunday.

K & R PAULS VALLEY
Pauls Valley, Okla. 405/484-7546. Every 1st & 3rd Sunday.

LAKE WHITNEY CYCLE RANCH
Lake Whitney, Tex. 817/694-2901. Every 4th Sunday.

MANSFIELD RCWY MX
Mansfield, Tex. Every Friday night thru Sept. 817/267-9153, 237-8138.

MOSIER VALLEY MX PARK
Euless, Tex. Pro-Am. 817/267-5193 or 277-9917. Every 1st, 3rd & 5th Sunday.

OAK HILL
Between Alvord & Decatur, Tex. 817/427-2663. Every 2nd & 4th Sunday.

OAK RIDGE PARK
Lufkin, Tex. Pro-Am. 713/634-3122. First Sunday.

OAK TREE MX PARK
Danbury, Tex. 713/849-4461 or 922-1145. AMA every 2nd & 4th Sunday.

PARADISE VALLEY MX PARK
Alvarado, Tex. 817/783-2778, 640-1994. Every 2nd & 4th Sunday.

RED RIVER MX
Bulcher, Tex. AMA D-20 Pts. every 1st & 3rd Sunday each month. 214/272-6165.

RIO BRAVO PARK
Houston, Tex. 713/991-3230 or 458-0090. Every 2nd, 4th & 5th Sunday.

SAN ANGELO MX
San Angelo, Tex. 915/655-5061. Every 3rd Sunday.

SAN MARCOS MOTOPARK
San Marcos, Tex. 512/392-5979. Every 2nd & 4th Sunday.

SEMINOLE COUNTY MX PARK
Seminole, Okla. Pro-Am. 405/382-5818. Every 1st & 3d Sunday.

SOONER MX PARK
Amber, Okla. Amateur. 405/672-9629, 239-8532. Every 1st & 3rd Sunday.

SOUTHWEST MX PARK
Lockhart, Tex. 512/398-3328. Every 4th Sunday.

SQUABBLE CREEK
Rockwall, Tex. 214/272-6376. Every 1st, 3rd & 5th Sunday.

STEMMONS CYCLE PARK
Btwn. Carrolton & Lewisville, Tex. 214/241-4270. 1st, 3rd & 5th Sunday.

THUNDER VALLEY MX
Stillwater, Okla. 405/372-7222.

TWIN OAKS PARK
Claremont, Okla. 918/341-1143. Every 2nd & 4th Sunday.

Dirt Track

BAYTOWN RACEWAY
Baytown, Tex. Pro-Am. 713/576-6025. Every Sunday.

BUFFALO PARK
Carrollton, Tex. AMA ST every Sat. night. Pro race every 1st Sat. 214/241-1359, 242-8117.

COLO. NAT'L SPDWY
Erie, Colo. Pro-Am. 303/443-0825. Every 1st & 3rd Friday.

DeANZA RACEWAY
Claremore, Okla. Short Track. 918/446-6650. Every Friday night.

MIDADO RACEWAY
Stephenville, Tex. Cross country every third Sunday of month. 817/965-6179.

ROSS DOWNS
Garland, Tex. AMA Am Short Track every Friday night 8 pm. PO Box 813. Garland, TX 75040. 214/276-0409.

Hillclimb

LAKE WHITNEY RANCH
Lake Whitney, TX. Texas Hillclimbers Assn. 214/337-7534. First Sunday.

WANT ADS

****New Huskies****
S & L Yamaha, 5939 Pacific Boulevard, Huntington Park, CA. (213) 587-7244. (10/TFN)

Motorcycle trailers
Special 4 rail heavy duty No. 2000 cap., $240.00. Ken's Custom Trailers. (213) 634-6287 or (213) 862-8601. (16/TFN)

Pomeroy's Cycle Shop for sale
We are selling our business lock, stock & barrel as we are too busy managing Jim. For inquiries write or phone Pomeroy's, 611 So. 1st. ST., Yakima, Wash. 98901. (509) 452-5953. (19/4x)

'74, 125 ELSINORE. 3.00 TRELLEBORG, Pettys front & rear, plastic tank, moved up Boges, clean & matched, Diamond chain, VERY clean & many extras, $549. (213) 286-7729. (19)

1968 Ranchero GT
Buckets, P/S, A/T, A/C, bed cover. (714) 995-7266. (19)

Now in stock
YZ 250s, YZ 400s, YZ80Bs, YZ125Xs, XT500Cs, YZ 80Cs, & IT 400Cs. S & L Yamaha, 5938 Pacific Blvd., Huntington Park, CA. (213) 587-7244. (19/TFN)

BIKER-BICENTENNIAL FREEDOM RIDE '76 finishes at Loudon, NH Laconia M/C Classics June 19 & 20. Visit America's freedom heritage via "the freedom machine." See Independence Hall, Philadelphia and Plymouth Rock, Mass. en route. Non-profit, semi-organized tour. For details, schedule and updates send $1 cash or stamps to Biker-Centennial Freedom Ride, 2499 Cerritos Ave., Long Beach, CA 90806.

Hole shot CZ
250, 4-speed, new engine, xtras galore. You see, you'll buy. (714) 460-8509. (19)

Production road racers for sale!
1974 KAWASAKI 750cc H2B (long wheelbase). Complete Denco PRR motor, freshly rebuilt. Konis, K81s, etc. Almost an entire additional bike in parts for spares. Spare Dunlop racing tires, etc. 130+ mph. Priced for quick sale: $1000. Also 1973 YAMAHA RD350. E.C. Birt porting. Ratty, needs some work but runs: $150. Both bikes have papers & are street legal. Call Art Friedman (213) 399-5775. (19/2x)

MOTORCYCLE AND RELATED BUSINESS Information Center to buy or sell (including real estate). Contact Hal Grady, owner-broker, America 200 Realtors, 1825 N. Oxnard Bl. Suite No. 1, Oxnard, CA 93030. Lic. No. 1-413075-3. (805) 487-0469.

'75 Carabela Marquesa 125 MX
Laid down shocks, air forks, plastic fenders; very fast and reliable; bike really looks sharp. buying a 250. $550/offer. (714) 595-4862. (19)

GARAGE SALE! 9" Betor forks, gas Betor shocks, Husky crank and titanium axle set. TM alloy sprocket, leathers, boots, helmets, AT1/CT1 head, 36mm Bing, platform bike stand. (213) 367-1722. (19/2x)

Motorcycle Insurance
Collision, fire & theft & $15/30/10 Liability Insurance as low as: (200cc $95) (360cc $128) (550cc $169) (750cc and all BMWs, Moto Guzzi, Honda GL1000, Harley Davidson 1200cc FLH/FLH Road and all rotary engine motorcycles $224) (All 12 month rates) (213) 679-3318 CALIFORNIA MOTORCYCLE INSURANCE AGENCY, Box 92867, Los Angeles, CA 90009.

Prospectors M/C Hare & Hounds
from here to there! (12/9x)

Gold Star DB basket, $250.00
Complete bike, and almost enough parts for a spare bike. After 6 (213) 328-3327. (18/3x)

Munch deals
"Munari & Norstar Boots"
$59.95
Close out on odd sizes, $51.95. Call for sizes. S & L Yamaha, 5938 Pacific Blvd., Huntington Park, CA 90255. Will ship anywhere. (213) 587-7244. (19/TFN)

1972 Chevy Luv pick-up
350 cu. in. 350 h.p. small block V-8, 4-speed Muncie CR transmission, AM-FM-8-track in-dash stereo, Top Kat camper shell, wide wheels, fender flares, and much more. $2,500.00 firm. Contact Gino at "Biker" newsmagazine office. Phone (213) 595-4753.

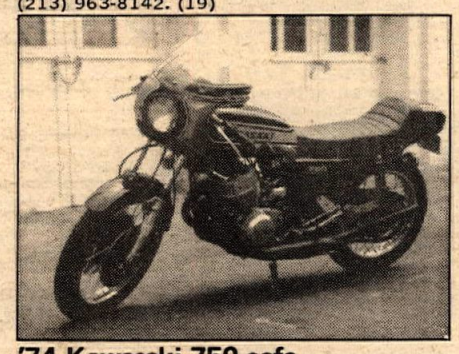
'58 MATCHLESS Twin, 650cc, original almost everything! $600.00 or ? (213) 943-1038. (19)

Trick!! Yamaha 400 mono
Maico front forks, 9 inch White Bros. rear, frame mount chain tensioner, White Bros. factory pipe, Metzelers front & rear, large built up seat, Andre G.P. bars, cable rear brake, fresh top end. Bike is ready to go!! $1295.00. (213) 884-5810 evenings. (19)

Husky 250 "cheap"
'72, very clean, CDI ignition, Mikuni, engine very fresh, 74 mag., gear box & more. Quick sale, $350.00 firm. (213) 893-1585. (19)

'73 Pursang 350
2 tanks, cantilevered, much more. $575.00. (213) 925-4092. (19)

Crabs force sale
'74, 125 Honda, new frame, barrel & cases. New Metzelers tires, 520 chain kit. Redline swingarm, gas shocks, 32 carb., new Pro pipe, many more extras, excellent cond. $600. (213) 963-8142. (19)



'74 Kawasaki 750 cafe
Dual discs, Konis, denco pipes, rear sets, K81s, lowered seat, colored key, ¼ fairing, much more, 5000 miles, $1550. (213) 374-4167. (19)

Parts man
We are now accepting applications for an experienced Honda parts man. Full time, company benefits. Contact Ron Jackson, Honda of Santa Ana, 301 W. Warren Ave., Santa Ana, CA. (19/4x)

Wanted for prototypes
To borrow for two days. 1973 — CB 450 Honda 1972-74 — GT 550 Suzuki and 1973-74 T500 Suzuki. Phone for details. (213) 882-4321. (19)

Steal-of-the-century
1972, 250 MX Yamaha, rebuilt motor completely, top end, bottom end, transmission, excellent condition, $595.00. (714) 674-3658. (19)

Yamaha 250 twin ½ miler
TD-3, 250 Yamaha twin with Champion frame, tank and seat. Ceriani forks, Barnes wheels and disc brakes. New crank and barrels with extra parts, $1550.00. (714) 658-6154. (19)

'76 RM 250 Suzuki
Seldom ridden, excellent condition, fork kit. $1,000 or best offer. (213) 941-4193. (19)

'74, 400 CZ
All '75 equip., must sell fast, only $575. (714) 525-5927. (19)

'73 Yamaha 100 enduro
Street or dirt, wife's bike, excellent condition, $300.00. Low mileage. (213) 863-5627. (19)

Can-Am 175cc
7½" travel forks, 250 swingarm, many extras. Fast and dependable, perfect condition, $695.00. Phone (714) 985-9758—8 to 5 — (714) 984-9716 eve. & wkends. (19)

Full color iron ons of you
for your 8/11 color iron ons, send slides and prints with $4.95 ea. on/shirt, $7.50. S/M/L/XL — The Shirt Maker, P.O.B. 7828, Van Nuys, CA 91406. (19/2x)

1975 — YAMAHA 250 ENDURO, $750 or best. After 6:00 (213) 363-5197. (19)

HONDA XR75, S&W SHOCKS, fork kit, 22 carb, pipe, cam, lightened valves, rocker arms, 81cc big bore kit, $350. Also CT70, $200. (714) 830-9699. (19)

'73 CZ
Red frame, center port, DIDs, lay down Boge, Fesma, Maguras, fork boots, etc. Forced to sell, $650 or offer. (213) 675-6330. (19)

1974 YAMAHA DT250A enduro, 2000 mi., immaculate, street/dirt, knobbies. (714) 595-9783. (19)

Maico 400, '73, $600
LTR suspension, engine and gearbox completely overhauled, excellent condition, spares. Must sell. (714) 488-2282. (19)

'76 RM 250 SUZUKI, excellent condition, $950.00. (213) 787-3188. (19)

'75½ Bultaco 360
G.P. tank, gas Girlings, new brakes front and rear, new Trelleborgs, Fox Shox springs, 8½" travel front and rear, new piston, rings, K&N bars, Magura throttle, plastic fenders. $1200.00 or best offer. (714) 626-7854 after 5 p.m. (19)

'72 Husky 125
Excellent condition, many extras. Must see, $400. (213) 592-5469. (19)

CZ desert, trail bike
75½" CZ 250. cant. shocks, 8" fork kit, Mikuni, P.P. fenders and lights, plastic air box, Twin-Air, wide ratio trans., G.P. tank, street legal, ridden twice. clean & fast. $700.00, must see. (213) 845-0374. (19)

Bob Frierson
Where the hell are you? Lots of riding to do this year! Call Mick (805) 277-4276. (19/2x)

"75" 125 Elsinore—must sell!!
Trick suspension, clean laydown Boges with Ocelot swingarm, fork kit, Maico fenders — white, stock engine, unbelievably clean, showroom cond. Must see, $600.00 or best offer. 4 months in storage. (213) 532-5861. (19)

Husky 360 enduro, 1972
Street legal, Vesco tank, P.P. fender and lights, DID rims, new tires, etc. Excellent condition, $575.00. Ask for Stan, eve. (213) 372-3102, days (213) 379-3344. (19)

Super sano YZ80B!
Very clean & fast!! Laid down Boges, air forks, fully modified engine! Too much to list! Call for more info., sacrifice at $375! (213) 694-2354. (19)

HUSQVARNA '75, 360 G.P. Marriage forces sale. Never been raced, excellent condition ($1,150). 1-(805) 522-0771, call evenings. (19)

MX BICYCLE lightweight racer, totally trick, great condition, $90.00. (213) 422-8731. (19)

Heyyyy sit on it! Only $550
1973, 350 Bul w/reed valve, excellent condition, w/many spare parts. Runs strong and race ready. (714) 645-3474. (19)

Elsinore 125
Totally fresh engine, new rod kit, bore, piston, rings, 1 mile through this bike, 32 Mikuni, FMF pipe, porting, gas Girlings and Redline swingarm. Must sell, best offer. Call after 6:00 p.m., ask for Tony (213) 333-7148. (19)

'72 HONDA XL 250, GOOD CONDITION, 3800 original miles, very reliable, $600. '71 CZ MX, new snake pipe, and 36mm Mikuni, very fast, $425. "Must sell." (213) 378-5890. (19)

3 rail trailer
Used once — spare wheel — will deliver in L.A. or Orange Co. $150.00. (213) 541-1751. (19)

125 sale of the week
Moto-Villa 125, Marzocchi forks, Ceriani shocks, trail ridden four times, $550.00 or best offer. Suzuki TM 125, bored, ported, new piston, rings, lengthened swingarm, $400.00 or best offer. (805) 252-7731. (19)

'73 Yamaha 250 MX
Looks and runs great. Stock! Low mileage, never raced, $450. (213) 396-2789. (19)

Dune cycle — Scat tracker
1974 — 60 hours on motor, 5 H.P. — 200cc. $350.00 or best offer. (213) 860-3647. (19)

'72 Bultaco Alpina 250
Good cond., many extras, moved up Telescos, Magura levers, reeds, aluminum bars, D.I.D., new tire. Reliability plus! $449.00 or best offer. (714) 838-2438. (19)

'75 CZ 400
Lay down Boge shocks, cleansweep pipe, $850. (213) 697-3979. (19)

BRIDGESTONE/ROCKFORD parts. Mailed anywhere. AGETCO, N. 6320 Market, Spokane, WA 99207. (15/E.O.I./3x)

125 Husky 6 speed
Cantilevered gas Girlings, Mikuni, more extras. Clean, excellent condition, $650. (213) 677-6861. (18/2x)

Wanted
Yamaha, Harley parts manager. 2 years min. experience with many company benefits. Glendale Yamaha (213) 240-2232. (18/2x)

Cycle trailers $176 & up
Major brand 2-5 rails — small or large wheels. Utility & car trailers also. Hitches, TI-downs & acc. All 20% off list. MSC, Sun Valley (213) 767-1757. (14/TFN)

'75, 450, 4 speed Maico motor
Original bore, all fresh inside with carb, rear wheel sprocket, top coil, & Motocross Brakes Services pipe. $450.00. See at J-Mac M.C., 159 E. Imperial Highway, La Habra. (714) 525-7606. (17/4x)

'75, 400 Yamaha
8 in. fork kit, 8½ in. mono kit, chain tensioner, two tanks, runs exlnt., good condition, $900.00. Many extras. Dave at (213) 861-4139, Ed at (714) 774-1069. (19)

1976 YZ80C
Ridden less than one tank of gas. Too fast for little girl, $435.00. (714) 827-9821. (19)

360 Yam. flat tracker
Champion frame, Kennedy wheels, Betors, Girlings, Turner head, barrel & pipe, new tires, fast & reliable. Will put anyone into the winner's circle with sure handling. $1,000.00. (714) 870-8561. (19/2x)

½ miler
TD2B Champion frame, Barnes, disc, very fast, fresh motor, some spares. Must sell, best offer. (503) 726-1891. (19)

'73 Suzuki TM400
Forward mounted rear Boges, 5¼ travel, ported for torque, swingarm reinforced & brass bush. installed. New 480x18, many extras, very clean, never raced, $650.00 or best. (213) 941=1810. (19)

'73 Yamaha 100 MX
Good condition, hardly used, $275.00 or best offer. Lace motocross boots, used twice, good condition, $20.00 size 9½. Call after 6:00 (213) 391-3849 or (213) 820-1101. (19)

'75 Honda CR125 Elsinore
Excellent condition, forward mounted Boge/Mulholland shocks with coolers, reinforced swingarm, air forks and Webco head. Clean and fast, $550.00. (213) 472-4171. (19)

Tri. TT racer
Sifton 390 — 391 cams, 11-to one pistons, Redwing forks, $650.00 or best offer. Must sell. (702) 453-1089 or (702) 878-0081. (19)

CLUBS — DON.T ORDER SHIRTS until you see my prices. Send quan. and number of colors for fast quote. The Shirt Maker, POB 7828, Van Nuys, CA 91406. (19/2x)

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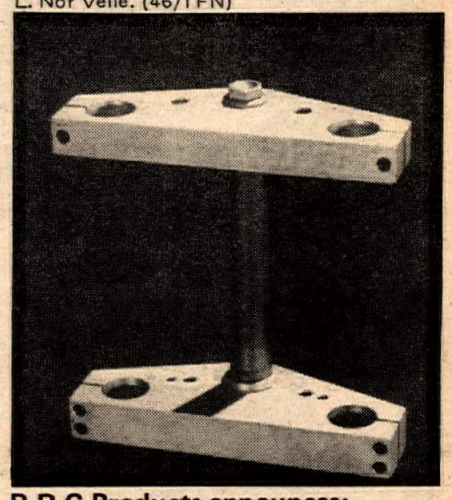
Calling on dealers? Now you can add to your income. START your customers as BIKER dealers. For details, write to Biker Magazine, Box 2610, Long Beach, CA 90801. Attn: R. L. Nor Velle. (46/TFN)



B R C Products announces:
A new and inexpensive way to update the handling of your present motorcycle. Provides detailed improvements in front end geometry: Yamahas, Kawasakis, Can-Ams. B R C Products, Box 25. Apache Junction, AZ 85220. (602) 986-9262. $79.00 complete. (19)

Take your Dinousar out and play with it!

CZ CZ CZ CZ CZ CZ CZ CZ CZ
Lowest prices in USA — frame laydown complete, $55.00. Air caps, $10.95. G.P. modified dampners (increases travel 1"), $9.95. New S28 Barums, $28.95. 4 bolt triple clamps, $34.95. Complete stock of CZ accessories. Grand Prix Specailaties, 1312 W. Burbank Blvd., Burbank, CA 91502. (213) 846-4405. (19)

'71 Bultaco 250 Pursang
Excellent condition, complete rebuilt engine, very fast, like new, $400.00. (213) 634-4034 or (213) 634-0955. (19)

'73, 360 Yamaha MX
Special tuned pipe, new piston & rings, Koni shocks, very fast, $625.00. (213) 634-4034 or (213) 634-0955. (19/2x)

Available to good home
Excellent 1974 BMW R75/6, owned within BMW shop since new. Write for details. Steve Davenport, Box 111, Skull Valley, Arizona 86338. (19)

8" frt. & 8½" rear '75, 250 mono.
Plastic tank, new grips, bars, fender, fork protectors, Goodyear knobs, 3½" foam padding, external fork springs, S&W rear, plastic air box, $975.00. Call anytime (213) 359-5470. (19)

Very clean '68 Triumph 650
Fresh engine, many extras inc. Mikunis, K-H cams. A good looking bike for only $900.00. (213) 391-3142. (19)

'76 RM100 bought March first
Good condition, fast, stock, raced three times. Need money, going to 125. $625. (213) 782-3758. (19)

'74, 250 YAM. YZ. Super clean. Must see to believe, $600.00 or make offer. Must sell or deal for 'P' cat. Call after 4:30 (213) 920-2025. (19)

CYCLE NEWS PRODUCTS

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SUPER 8MM
by Dick Kay's
Champion Industries

1976 BAJA 1,000
196 ft. 13 minutes, 16 sec.
Bikes and buggies slugging it out to be first in the world famous off-road race. Locations: Start, Oso Negro, Valle de Trinidad, San Felipe. Silent, reel-to-reel. Sound available. 1/8" casette, $4 extra.

Rent or buy

1976 PARKER 400
202 ft. 13 minutes 22 sec..
Closeup action in the California/Arizona desert with exotic buggies and bikes. Five locations. Reel-to-reel. Casette sound track available, $4 extra.

MX Cat Shirt $5.95
Top quality underwear value

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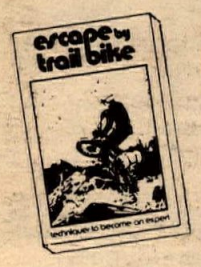

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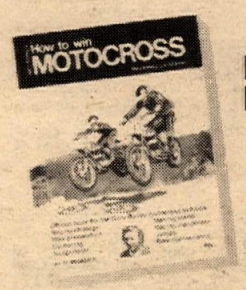

How to Win Motocross

Tells you everything taught in Gary Bailey's racing schools. Answers all the questions about equipment, starts, corners and rough stuff, whoops and downhills, mud and passing, and expert tricks. A great confidence-builder.

$6

Mail to Cycle News Products, Box 498, Long Beach, CA 90801

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RENT 1 week w/sound $ 7. + deposit $40. $47. ☐ Silent $ 6. one week + deposit $36. $42. ☐

Please rush me the Cycle News Products I have checked at right. I understand I may return any Cycle News Product for full refund within 30 days if I am not satisfied.

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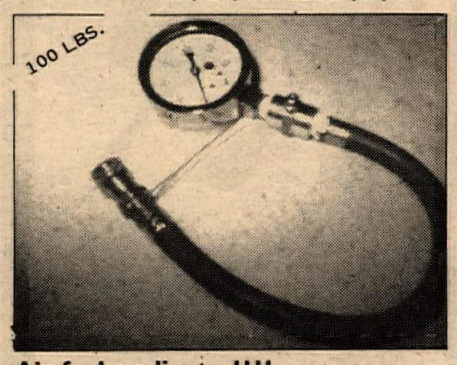
Custom screen printing
One stop service for — MX jerseys — T-shirts — decals — jackets — sweat shirts, etc. Individual names (3") & numbers (8"). Art service available. (714) 522-5033. (16/4x)

Trick suspension!!!!
Lay down, most bikes, $65.00. Bilsteins, $83.95. Boge, $43.95. Fox Shox, $93.00. Works Performance, $105.00. G.S. Sigman Race Car Engr. (213) 830-4678. (15/4x)

Motorcycle trailer
3 rail, $225.00/best offer and 305 Honda parts. (714) 893-3393. (19)

TA125 Yamaha RR
Sitting idle for a year; fairing, spares, very straight. If you think it's obsolete you could spend 10x the $ for a Morbadelli that comes to $500 for a user. (714) 287-5663. (19)



Air forks adjuster!!!!
Push button air bleed, accurate to ½ lb., adjustable calibration, $25.50. G.S. Sigman Race Engr., 304 E. 231st St., Carson, Calif. 90745. (213) 830-4678. (16/4x)

1977 Novice bike, best offer
250 Bul Astro, fresh top & bottom, new C.D.I. & spares. After 6 (213) 328-3327.

Finisher pins
Most of the Finisher Pins you're wearing we made — Now — Buy factory direct. Save 20%. Cal-Mart Plating, 607 South Hill Street, Los Angeles, California 90014. (213) 623-6987.

Prospectors M/C Hare & Hounds
from here to there! (12/9x)

Dynos
Four Eddy current dynos from 75 HP to 200 HP. Sacrifice. Contact Skyway Recreation Products, Tuesday through Friday (213) 365-3172. (16/4x)

1967 Kawasaki F2-TR parts
Engine, gearbox, swingarm, frame, etc. Also "Gyt kit" cylinder, piston & head. Call (213) 427-7433 ask for Mr. Nor Velle. (10/TFN)

'75, 360 Pursang, $850.00
Cantilevered gas Girlings, new top end, H.D. clutch springs, S&W fork springs, Metzelers, alum. bars, chain ten., 34 H.P. to R.R. (213) 421-8789. (19)

TZ250C raced just once
Too fast, monoshock, Lunde frg., some spares, $3000 invested, $2800 takes it. Consider trade. Marty Wilkison — nights (714) 873-5088, days (714) 873-5194. (19)

'73 Penton 175
Mikuni kit, Curnutts, wife's bike — used very little, $495. (213) 285-6732. (19)

1973 SUZUKI TM — dirt bike, hardly ridden, $500. (714) 894-9653. (19)

WANTED: FIFTH GEARS from a 250 CZ enduro. Sell: Third over 360 CZ piston and rings, $30.00. First over Wiseco for 125 CZ, $15.00. (913) 235-0778. (19)

TA250 roadracer & halfmiler
Lots of spares — must sell. 1st bid over $1200 gets it within 1st week. Call anytime (805) 965-1607. (19)

1972 HONDA SL-125. 2,000 miles max., stripped of street gear and ready for dirt. Extra tire, sprocket, etc. Runs strong, $325.00. (714) 540-9527. (19)

Yamaha 90 MX
Koni shocks, Preston Petty fenders, clean and reliable, $250. (213) 442-2943. (19)

'74 Moto Guzzi Sport
Showroom condition, $2400. (213) 379-4013. (19/2x)

1973 CR125 HONDA, stock, new top end, 2nd over, excellent condition. Asking $500.00. (213) 780-7398. (19/4x)

RM370 beater '73, 360 Yamaha
Forward mounted nitrogen shock, 8" travel, 8½" air forks, turned down sliders, super trap, plastic tank, many, many extras. $750 or best offer. (213) 794-9782. (19)

'75½ Maico 250 GP
Stock, clean, must see to believe, $999 or best. (213) 341-8752. (19)

'75 BULTACO ALPINA 350. Purchased new Oct. '75. Less than 200 total miles. Sac. $875.00. Ask for Dave (213) 698-0135. (19)

Malcolm Smith M/C
OLDEST HUSKY DEALER IN U.S.A. Husqvarna, KTM, Yamaha, Hodaka. Also fast mail order service. Malcolm Smith M/C, 1689 West LaCadena, Riverside, CA 92501. (714) 686-8014. (8/TFN)

Norton Triumph owners/dealers
We repair stripped port threads. Competition Cycle Center, 2629 W. National Ave., Milwaukee, Wis., 53204. (414) 672-4010.

Old M/C & car auction!!
Sunday, June 6. Irwindale, Calif. Over 25 motorcycles, antiques, street, dirt plus truckloads of parts plus over 50 cars, 1930-1973. Consignments wanted. Call Ron (213) 357-3361. (18/4x)

Rickman Kawasaki 900
$3200. (213) 379-4013. (18/2x)

Attention D-37 desert racers
Competition M/C membership open. (213) 336-7789. (18/4x)

Akront aluminum alloy rims
18 & 19-inch, 40-spoke. New, still in carton. $30.00. Contact Gino at "Biker" newsmagazine office. Phone: (213) 595-4753. (17/TFN)

'74 Honda CR 125
Stock engine, custom seat, CM bars, chain tensioner, fork kit, air caps, piston separators, lay down kit, 8½" travel, Hiiesalu gas shock, in storage for one year, original tires. $500.00 firm. (213) 842-3280. (19)

SALESMEN WANTED — Distributor/manufacturer seeks commission road reps, central and east coast. Many high-buck areas open. We carry top lines of accessory and performance parts. Grizzly Fun, 63 Lovell, San Rafael, CA 94901. (415) 456-2025. (19/2x)

'73 YAMAHA 80 MX, good condition, $250.00. (213) 285-7238. (19)

'73 Yamaha 250 enduro, $395
Dirt ready, 2700 miles, knobbies, PP fenders, fork kit, Curnutts, Webco head, 32mm Mikuni, torque pipe, more. (213) 790-2065. (19)

Yamaha 360 Champion
1974, 360, Champion frame, has close 5th gear, straight cuts, plus new spare barrel. Bike is one year old, $1150 or B.O. Call late nites (408) 374-8004. (19)

Parts for cheap
250 Kawa enduro forks, $20.00. 19" wheel (front), $15.00. Perfect seat, $5.00. 125 Kawa frame complete, $15.00. Forks, $5.00. 3 gal. Universal plastic tank, $5.00. (213) 360-7685. (19)

ABC LEATHER TROUSERS, never worn, street or T.T. lined, padded knees, straight leg, white with blue stripes, 32x31, really fine, $45. Bell Star, $25 perfect. (213) 398-1681. (19)

1938 DKW Twin not reg., $600
1903 "San Jose Bee" very rare, $1800. Want Heath B-4 Henderson. Button, 1025 W. Parr Ave., Campbell, Calif. 95008. (19)

'75 Maico 250
Hardly ridden, excellent condition, $1000. (714) 526-6234. (19)

'73, 400 Maico
FMS, D.I.D. front and rear, HD rear spokes, 38 Mikuni, alloy tank, plastic fenders & air box. Original owner, $700 or best. (714) 796-1181. (19)

'75 HUSKY 250 GP. W.R. cross country with CR pipe, new Motoplat, works performance shocks, 9" travel air forks, Vesco tank, new 6 ply rim saver tires, many extras. (213) 838-9133. (19)

Low cost accessories!!
J.D. shoulder pads, $21.95. Boge shocks, $42.95. Konis w/sp., $64.95. Terry fork kits, $44.95. Vesco tanks, $43.95. Luja G.P. pants, $44.95. Scott goggles, $9.95. Team jerseys, $12.75. Fork boots, $6.95. Norstar-Munari boots, $57.95. Spoiler visors, $3.65. Gold belts, $14.95. power-pull levers, $9.50. D.I.D. rims, $31.95. Tall seat kits, $16.95. Andres chromoly bars, $15.95. Mikkola gloves, $26.95. Hercules leathers, $64.95. Replica tanks, $31.95. Loading ramps, $17.95. Ancra tie downs, $10.50. Chain tensioners, $16.95 & $17.95. Terry cables, $4.75. Hustler 200 helmets, $18.50. Race-face, $13.50. Low prices on all accessories. Free catalog! or stop and see us! 9626 Lurline Unit F, Chatsworth, CA 91311. 11-7 M-F, 10-6 Sat. (213) 998-7250. (19)

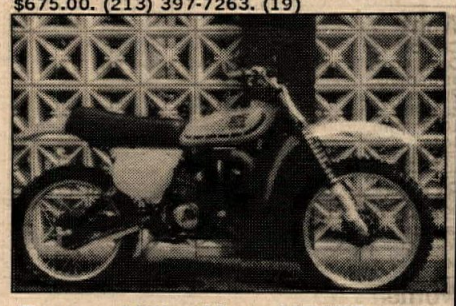
350 Honda short tracker
Boss frame, trick eng., spools, disc brake, extra TT set up. $1200.00 or trade for speedway bike. (415) 573-5641. (19/2x)

'74, 380 CZ
Air forks, fwd. Konis, all plastic, Porcupine head, Mikuni, Hallman throttle, tensioner, Hoover pipe, xlnt! $675.00 or best. (213) 339-4575. (19)

$525 or best
Trick '72 CZ in '74 frame, trick suspension, plastics. (213) 793-8866. (19)

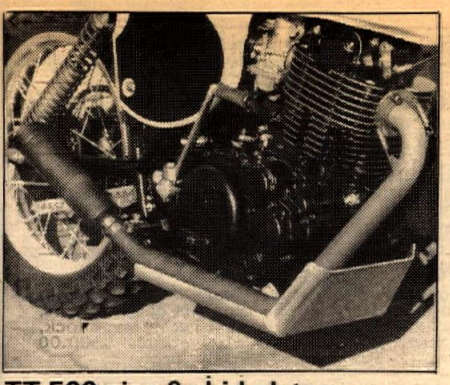
Save $ have to get out
'71 Suzuki TM400, '74 Honda XR 75 "+", '74 TM 100 Suzuki, '75 Honda CR 125, '76 RM 370. All in good condition, make offer. Call after 6 p.m. (213) 280-3652. (19)

'75 XL 410 Honda
Ceriani forks, bored, ported, needle bearing cam, 38 Mikuni carb, racing piston, plastic tank, D.I.D. rims, pipe, lights, Andre bars, $675.00. (213) 397-7263. (19)



Factory Miller Mano YZ125
'76 Yamaha monoshcok, only 3 races, Miller Mano boost porting, Porcupine head, 32mm Mikuni, trans. mods, "Moto-Plat ignition," After Burner pipe, monoshock mods, external fork springs, much, much more. $800.00. (714) 599-7054. (19)

1975½ Maico 125 rad.-eng.-6 sp.
Comp. w/cab, pipe, both sprockets — ready to mount and run. Excellent cond. — guaranteed. I'm not a racer — converted cycle to 400 for hill and trail. $200.00. (505) 264-9079 or (505) 294-8766. (18/2x)



TT 500 pipe & skid plate
PIPE — Produces honest 20% H.P. increase on dyno — U.S.F. approved S.A.-silencer — 1200 degree paint — top grade hardware included — $49.95.
SKID PLATE — Tempered aluminum — cad. plated steel brackets, cold riveted to plate — quality hardware included — $29.95. Windlord Performance Products, 2396 California Avenue, Long Beach, CA 90806. (213) 426-7331. (19/EOI/TFN)

'75½ Maico
New frame, all new 76 gears, piston & ported. Like new, $1000.00. (213) 998-0505. (19)

Maico 250 radial, $625
'73, moved shocks, xlnt. cond. Call for more info. (213) 423-8759. (19)

'74 SHERPA-T BULTACO "350", exc. cond. $600.00. (714) 879-6366. (19)

CR Honda 125 super fast!
FMF porting, pipe, 30 Mikuni, Webco head, F.M.S., 520 chain, air forks, much more. Must see!! $680/best offer. (213) 332-4603. (19)

1958 TRIUMPH CUB dirt bike (200cc). Stored last 5 years, $75.00. Need Ariel MK II parts or whole bike. '70 Yamaha 125 elect. start. enduro, $250.00. (213) 567-4729. (19)

350 BULTACO. Ready, excellent condition, fast, reliable, extras. $395.00/trade. (213) 372-2266. (19)

'74 Ossa 250 6 Days replica
Very clean and reliable, handles excellent, stock plus S&W shocks and Diamond chain, street legal. $550.00. (213) 459-3159. (19)

Suzuki T.M. 125 must sell, '73
Bike has plastic tank, Bassani pipe, 28 Mikuni carb. Comes with extra tank & extra pipe, anxious to sell, $350.00. (213) 395-2988. (19)

1976 YAMAHA 125 mono-shock, 2 months old, mint cond. (213) 864-3101. (19)

Suzuki RM370
Works Performance Shocks, never raced. Must sell — lost job, $1150.00. (213) 928-4504. (19)

Super Combat Hodaka 125 FMF
Porting, pipe, make offer. (213) 443-8156. (19)

'75¾ Bultaco 250 Pursang
Fox Shox, Metzelers, Diamond, fenders, etc.! Fast! Excellent condition! $795.00. (213) 761-3135. (19)

'75' HONDA-CR 125. $550.00. GOOD CONDITION, low miles, 6" Curnutts. Very well maintained. Call after 5:00 (714) 586-7043. (19/2x)

Tired of falling off?
Honda 350 Dune Bug. Electric start, fuel pump, tach, 5 speed, roll bar, driving lamp. Clean, strong, reliable. Come take a look. (213) 928-1846. (19)

Wanted to buy
Custom frame, enduro or motocross to fit Ossa engine. Any make — must be clean and undamaged. Also want several Ossa motors. Prefer Pioneer — consider Stiletto. Write description, price first letter or call mornings 10-2 p.m. Bill Rauch, 199 Kirk Ave., San Jose, CA 95127. Phone (408) 272-1328. (18/2x)

RD350 cherry, must sell!
1973 models, fine, fine condition. Always garaged, only 6,000 miles. Cafe bars. Fast — perfect for production racer, $750.00. (213) 845-6174. (19/2x)

Women's lib
So. Calif. based distributor with name brand products has openings for three female sales reps to cover North & South Calif. Write to: Cycle News, P.O. Box 498 Dept. DSD, Long Beach, CA 90801. (19/2x)

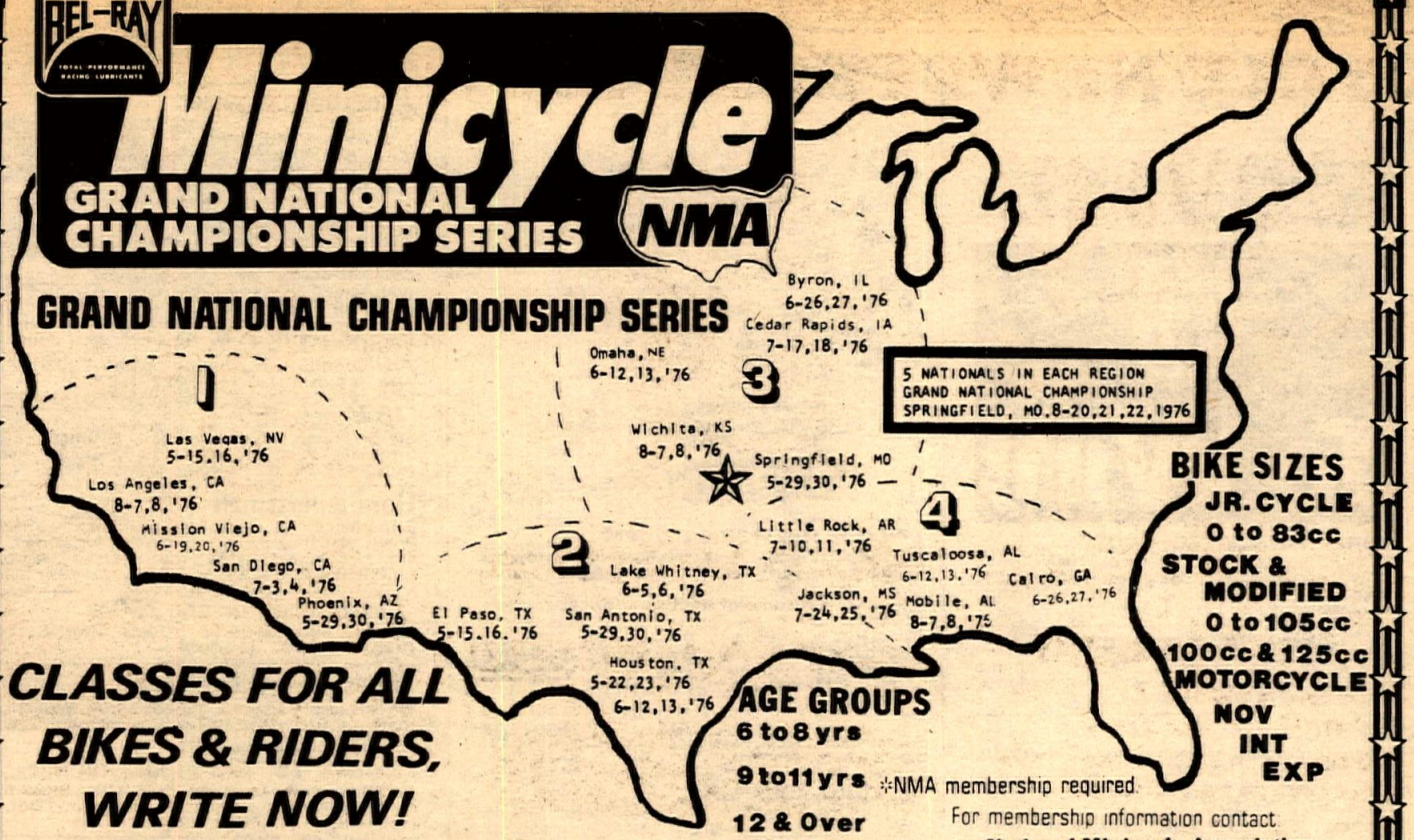
'73 HONDA XR75, 81cc, piston, lightened valves, rocker arms, ported, cam, J&B pipes, 32 carb, S&W shocks, fork kit, $350.00. Also '73 CT70, $200. (714) 830-9699. (19)

Prospectors Hare and Hound
To be held May 23, 1976 will not be a championship race. (213) 834-8996. (19)

BEL-RAY — TOTAL PERFORMANCE RACING LUBRICANTS

Minicycle GRAND NATIONAL CHAMPIONSHIP SERIES NMA

GRAND NATIONAL CHAMPIONSHIP SERIES



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JR. CYCLE 0 to 83cc
STOCK & MODIFIED 0 to 105cc
100cc & 125cc MOTORCYCLE
NOV INT EXP

CLASSES FOR ALL BIKES & RIDERS, WRITE NOW! FOR ENTRY FORMS

AGE GROUPS
6 to 8 yrs
9 to 11 yrs
12 & Over MOTORCYCLE THRU 18 yrs

*NMA membership required.
For membership information contact:
National Minicycle Association
23301 Ostronic Drive
Woodland Hills, Calif 91364

The NMA Championship Series will be set up via four regions, with five events to be held in each region. Each region will begin their race series no sooner than 5/15/76 and complete the regional activity no later than 8/8/76. The Grand National Championship finals will be held in Springfield, Missouri on August 20th, 21st, and 22nd.

Regions and Regional Managers are:

SOUTH CENTRAL
El Paso, Tx.; San Antonio, Tx.; Dallas, Tx.; Houston, Tx.; Regional Mgr.: John Kelley, 8700 Richmond, Houston Tx. 77063. (713) 789-4390.

CENTRAL REGION
Omaha, Neb.; Wichita, Kan.; Springfield, Mo.; Cedar Rapids, Iowa; Byron, Ill. Regional Mgr.: Mel Gere, (417) 865-0611.

WESTERN REGION
Las Vegas, Nev.; Phoenix, Ariz.; Mission Viejo, Ca.; San Diego, Ca.; Los Angeles, Ca. Regional Mgr.: Ron Hendrickson, (213) 340-4704.

DIXIE REGION
Little Rock, Ark.; Jackson, Miss.; Tuscaloosa, Ala.; Mobile, Ala.; Cairo, Ga. Regional Mgr.: Bobby Miller, (205) 758-6909.

Only expert, inter. and all junior cycle classes will qualify for the final championship event in Springfield, Mo. Novice riders will terminate at the regional championship level. Each rider must compete in at least three regional races. Once entered in one region, he or she cannot transfer to another region.

POINTS
Points will be awarded as follows:

25 points	1st
21 points	2nd
15 points	3rd
10 points	4th
9 points	5th
8 points	6th
7 points	7th
6 points	8th
5 points	9th

1 point — 10th or less. A 5 point bonus is given for each race completed.

No. of riders to transfer to the National Finals at Springfield, Mo.: Jr. Cycle — 5 per class (all). Minicycle — 10 per class Motorcycle student — 10 per class (expert only).

All entries must have an NMA competition membership — annual fee $8.00. Applications may be obtained from your Regional Mgr. or participating tracks.

RACE MANAGERS
FOR ENTRY FORMS AND INFO.
WESTERN REGION #1
Las Vegas, NV, Bob Williams (702) 734-6342
Phoenix, AZ, Dick Lynch (602) 971-6135
Mission Viejo, CA, Ron Henricksen (213) 340-4704
San Diego, CA, Burni Burnworth (714) 462-2740
Los Angeles, CA, Ron Henricksen (213) 340-4704
SOUTH CENTRAL REGION #2
El Paso, TX, Randell Jones (915) 877-2347
Houston, TX, John Kelley (713) 789-4390
San Antonio, TX, Walt Sandifer (512) 736-2233
Lake Whitney, TX, Harvey Evans (817) 694-2901
SOUTH EASTERN REGION #4
Tuscaloosa, AL, Bobby Miller (205) 758-6909
Mobile, AL, George Lodge (205) 661-8727
Cairo, GA, Bob Bell (912) 377-5304
Little Rock, AR, Mike Ward (501) 227-0391
Jackson, MS, Jim Gibbs (601) 922-9112
CENTRAL REGION #3
Springfield, MO, Mel Gere (417) 865-0611
Witchita, KS, Merlin Michael (316) 776-2539
Omaha, NE, Bill Noble (402) 334-0149
Byron, IL, Mike La Loggia (815) 234-2271
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BSA 500 Victor thumper
Low mileage, used basically for trips to Baja, reliable, good condition. Has street license, $450.00. Write: 2120 Ocean Way, Laguna Beach, CA 92651. (714) 494-8392. (19)

Thumper
'76 Yam. 500, 200 mi., as new, extras, $1195. (213) 866-9443. (19)

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Garden Grove, CA 92643
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Yamaha 2 & 4 cylinder experience &/or Husky. South Bay area. T & O Yamaha, 24020 Narbonne Ave., Lomita, Ca. (213) 534-2311.

250 RM Suzuki '76
With Work Performance shocks, & air forks. Like new, $1000.00. (213) 998-0505. (19)

'74 Bultaco 250 Mark 7
Foward mount gas Curnutts, ext. forks, recent upper and lower rebuild. Fast and reliable, extra goodies, $725. (213) 243-7458. (19)

'75½ Can-Am 250
Very dependable, excellent MX, desert, or trial bike. Betor forks, Petty fenders, Metzeler tires, G.P. Konis and more. $895 or best. (213) 889-8398. (19)

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The G.P. Husky will do the most for you. We will do the most as a dealer for you. Husky, Maico, KTM, Hodaka. Bill Saltzman Motorcycles (213) 337-6811. (19)

'74 Bultaco 360 Pursang
Lay down gas Bilsteins, Mikuni, engine recently gone thru, sell or work out trade for dune buggy. (714) 633-0678. (19)

RM 370
Excellent condition, many extras, $995.00. (213) 598-6743. (19/TNF)

'75 Yamaha 360 YZ
Lost my job, must sell! Immaculate bike. Entirely fresh, strong, well maintained. 8" plus Boge frt. end, trick mono kit 8½". New engine, top & bottom, many more extras, see to appreciate. (714) 993-4340. (19)

Big stroker—500 BSA MX—1974
Equipped for desert or enduro, can be rigged for lights, 7½ inch Betors, Curnutts, Yamaha front hub, DID rims, Vesco tank, custom seat, Peny mud guards, skid pan, much more, must sell. Call after 6:00 p.m. $875.00. (714) 894-6620. (19)

'73 Rickman 100cc EC bike
Rickman with all mods by E.C., $305. Maico 400, $550. Work (213) 420-5896, home (213) 865-4962. (19)

'73 GT 750 Suzuki
Near new condition, 13,000 mi. $1100.00/or offer. (714) 996-8134. (19)

Can-Am snake pipes
* Available for MX or TNT's * Competition proven * Forestry approved spark arrestors on TNT models * Suggested retail $79.95. C. & D. PERFORMANCE PRODUCTS, P.O. Box 76, Iona, Idaho 83427. (208) 523-0685. (19/EOI/2x)

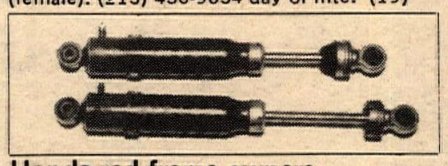
1973 KAWASAKI 500, $600/offer. Call Steve (714) 552-9103. (18/2x)

ROADRACING NEEDS YOUR HELP! Paid and volunteer positions are available for many areas of the country. Do your part to help REBUILD ROADRACING! WERA Central Hq. (215) 732-2128. (18/2x)

'74 Yamaha 100 MX
Like new condition, $375 or trade for '74 or '75 XR75. (714) 846-7317. (19)

Penton 125, '73
Need cash bad! Not used since 5-75, super clean, gas Girlings. Profab cantilevered, double heat-sink Motoplat, fast, $575/best. (714) 847-7992. (19)

$100.00 reward!
Lost small poodle near California City, May 2nd. Buffy is beige and has a pink collar on (female). (213) 430-9634 day or nite. (19)



Honda red frame owners
Only getting 5¾" rear wheel travel can now get 7½. We modify, refill oil to nitrogen, along with our 6 month seals. Then compare your shocks with some of the higher priced models. Satisfaction guaranteed, $27.50 plus tax & postage. Hiiesalu Mfg. Co., 322 No. Lima St., Burbank, CA 91505. (213) 842-3280. (19/2x)

'76, 125 mono, $700 firm
Terry forks, air or full springs, ports polished & matched. Professionally maintained by Raceway Cycle, excellent condition. (714) 897-9745. (18/2x)

Enduro your MX
V.D.O. speedometer kits complete, Suzuki RM250/370, Yamaha MX/YZ, $65.50. Desertman Accessories, P.O. 225, Lancaster, Calif. 93534. California residents add 6%. Phone after 5:00 (805) 948-9705. (18/2x)

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'63 Ford ½ ton, floor shift, quartz lights, MC rack, shell, stereo. $875 or offer. Must sell — hospital bills — need cash. (213) 241-8195. (19)

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'73 Bultaco 250 Pursang
Excellent condition, painted blue with Bilsteins gas shocks, Revells torque pipe, and more, $575.00. (805) 498-4156. (19)

Yamaha 125 mono
Airforks, Metzelers, 520 chain kit, built seat, fresh engine, expertly maintained, extremely sano and fast, $725. (213) 347-2961. (19)

'74 and '75 CR125's, '73 CR250
Excellent. Each has spare frame, cylinders, pipes, plus many more spares and all the go fast extras. '75, $650. $550 for the others. (714) 963-6030 or (714) 963-5265. (19)

'73 Husky 450 WR mint cond.
New top end, longer swingarm, lots of extras, see to appreciate. Complete with new B.W. leathers, buckle up boots and Full Face helmet. Never raced, used for desert. (714) 962-0126. (19)

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Excellent condition, never raced, $1100 or offer. (805) 967-3592. (19)

750 Yam. Champion, $2300.00
Built new Oct. '75: Quitting racing, includes LTR frame; 8 new tires, 3 sets pipes, extra shocks, spare 650 motor (new), much more. Geoff Cesmat, after 6 p.m. (213) 328-3327. (18/3x)

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Dirt trackers, one each; Champion Redline Trackmaster and Boss. Yamaha and Bultaco. Call or write: Bob Bergener, Box 59, Snowmass, Colo. 81654. (303) 923-3213. (18/2x)

'72 Husky 450 cheap!!!
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'75 Maico 450
Super fast, lay-down gas Girlings, 8½" internal forks and Akronts, $900.00 firm. (805) 498-3876 Thousand Oaks. (18/2x)

Honda partsman
Experienced & seasoned partsman wanted. Profit sharing, medical benefits, vacations, & etc. Hacienda Heights Honda, 507 N. Azusa, La Puente, CA. (213) 968-6461. (18/2x)

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Factory bike, $650.00 or best offer. Extras. (213) 338-1997. (18/2x)

Shoestring wheel works
Wheels laced, $16.00. Trued, $6.00. Wheel off machine tire off. Call for appointment. (213) 439-8239. (2/TFN)

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Just like new, used only as a test bike for magazine article. Also one of a kind 100cc Hodaka in custom Trackmaster frame, excellent condition. Must see to appreciate. Best offer this week. (213) 360-7989. (18)

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Must sell. DIDs, Andres, YZ front hub, Boge, alloy tank, etc. Properly set up and expertly maintained, $750. (714) 687-5263. (19)

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Fox Shox, fork kit, lightweight plastics throughout, DIDs, ported, much more, extras. Must see to appreciate, $700. (213) 335-6775. (19)

1974, 250CR Husky, $700
Xlnt. cond., xtra parts, 6 tools-puller. Also 3 rail trailer, $150.00. 1969, 360cc, $300.00 Husky. 1965, 305 Honda—street, $250.00. 1-(213) 949-3761. (19)

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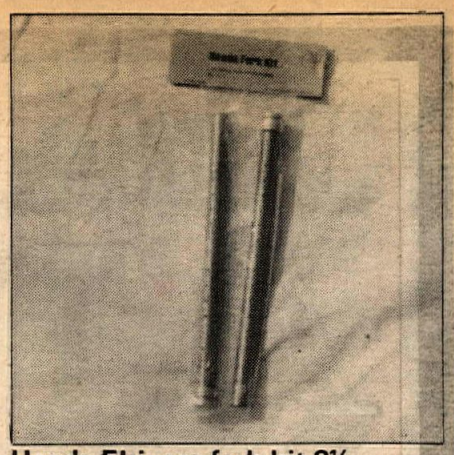
A-1 condition — Vesco tank — much more. Make offer. (805) 251-1348. (18/3x)



Honda Elsinore fork kit 8½
They work with air or springs & have progressive dampening. Fits CR125 8"+ & 250 8½". Also call on other Hondas. $24.95 plus tax and postage. Hiiesalu Mfg. Co., 322 N. Lima St., Burbank, CA 91505. (213) 842-3280. (19/2x)

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Enduro ready, great desert bike. Reliable, modified eng., long travel suspension, loads of accessories. Plus street equipment, $750.00 or offer. (213) 342-6989. (19)

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New laydown suspension, ignition, tires, sprockets, mint condition, fast and reliable. Well taken care of, $700.00 FIRM. (714) 528-6443. (19)

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Looks new, excellent condition, many extras — Call! $675/offer. (213) 886-6283. (19)

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Complete stock of parts & bikes — Triumph, Suzuki of Pomona (714) 623-4431. (19)

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June 14-18 five day training camp Saddleback. June 21-25 five day camp, Indian Dunes. July 27 & 28 Wichita, Kansas. July 31 and August 1, Lake Whitney, Texas. Call today (213) 367-1722. (19/5x)

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Runs great! ¾ ton, 350 engine, radio, heater, front & rear seats. Call Rheba (213) 427-7435. (19)

Prospectors Hare and Hounds
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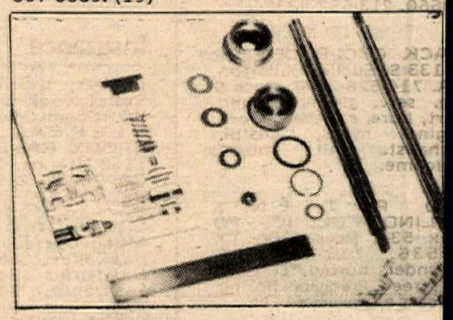
Complete FMF work, plus new bars, fenders, side panels, air forks, O.C.C. monomods, etc. Whole bike is new, see to appreciate. Sacrifice $795.00 must sell immediately. Call (213) 597-6539. (19)



Honda shock kit
to fit all Elsinores & MT 175 enduro. Specify year, $9.95 each shock. C.O.D. OK. Hiiesalu Mfg. Co., 322 N. Lima, Burbank, California 91505. (213) 842-3280. (19/2x)

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Curnutt shocks, Preston Petty, grips & fenders, "J" bars, 2½ lb. flywheel, No. 1 trick kit in forks. Like new 3.50x21 & 450x18 tires, skidplate, new Vesco tank, $550.00 cash. (213) 697-5937. (19)

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